FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX"- and be safe
Regd

THE SPHERE, SEPTEMBER 22, 1945
With which is incorporated 'BLACK & WHITE' 1/6

THE SPHERE

Vol. CLXXXII No. 2383 WITH WHICH IS INCORPORATED THE GRAPHIC SEPTEMBER 22 1945

ROSS'S BELFAST

GINGER ALE
SODA WATER
TONIC WATER
LIME JUICE CORDIAL
LEMONADE
GRAPE FRUIT

Wishful drinking for the time being!

By Appointment
Cerebos
Salt of quality

McVITIE & PRICE
Biscuits of Highest Quality

In due course there will be a **LAGONDA** both smaller and less costly.
LAGONDA LTD., STAINES, MIDDLESEX

H.M. KING GEORGE VI H.M. QUEEN MARY H.M. LATE KING GEORGE V
WILLIAM GAYMER & SON LTD., ATTLEBOROUGH & LONDON
Gaymer's CYDER

You'll like its FINE, CLEAN Taste
Stewart's GIN
STEWART & SON OF DUNDEE LIMITED

SHAFTESBURY HOMES
& 'ARETHUSA' TRAINING SHIP
1843 1945

Have
DURING 102 YEARS
helped 37,073 children
FUNDS NEEDED
164 SHAFTESBURY AVENUE, LONDON W C.2

KING SIX
CIGARS
1/- *each*
MAKERS OF FINE CIGARS SINCE 1839
MADE BY J. R. FREEMAN & SON, LTD

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

PRICE ONE SHILLING AND SIXPENCE REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM Office : Commonwealth House, 1, New Oxford Street London, W.C.1

'Second to None'

GREYS
CIGARETTES

Better and firmer packed with honest-to-goodness tobacco

IN TWO SIZES:
STANDARD **20** for **2/4** · BIG **20** for **3/2**

ISSUED BY GODFREY PHILLIPS LTD.

Stand by China

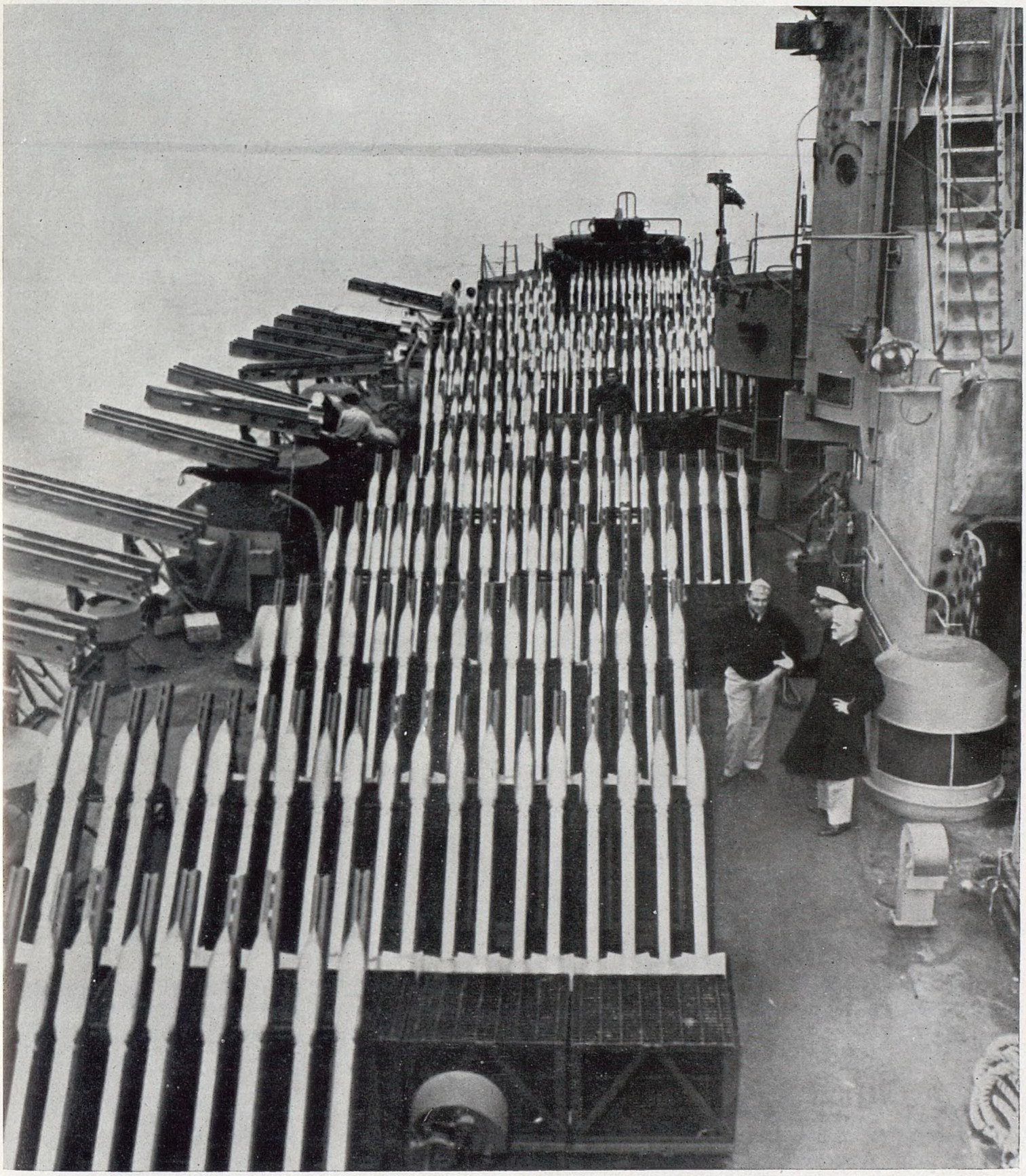
For six years China's heroic soldiers have held the Eastern gate of the United Nations. Now they emerge victorious—but at what a cost! Towns have been devastated, land laid waste, hundreds of thousands of people are without homes, clothes, food, medical supplies. Money is desperately needed for relief of every sort. Help China at once—with every penny you can spare. Send your gift along, to-day. China has given her all for our common cause. Give all you can to China.

Please send donations to Dept. GP 25,

The Hon. LADY CRIPPS
UNITED AID TO CHINA FUND
(Regd. under the War Charities Act 1940)
57, New Bond Street, London, W.1.

Volume CLXXXII No. 2383 The SPHERE, London, September 22, 1945

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly



THE ROCKET SHIP AND ITS FORMIDABLE EQUIPMENT—THE OVERWHELMING ALLIED WEAPON USED IN EVERY INVASION IN EUROPE AND THE PACIFIC SINCE ANZIO REVEALED FOR THE FIRST TIME. This photograph has just been released by the U.S. Navy Department; it shows how the rocket equipment is installed on the deck of a special landing craft

To gain a foothold on the strongly-defended coast of Europe, the rocket ship was designed—and perfected in time for the Anzio landings. Since then it has figured in every major invasion of the Continent and of the Japanese islands. By means of the terrific batteries of rocket-launchers, the Allies were able to "drench" the coast on which the troops were to be landed. Up to the present, the type of vessel used and the equipment carried on their decks has remained a secret. The picture given here is one of two just received from the American Navy Department at Washington. By means of the great number of launchers on the deck, scores upon scores of self-propelled weapons could be sent hurtling towards the shore, thus adding immeasurably to the fire-power of the naval vessels bombarding the enemy. The vessels used for this specialised task were converted Landing Ships

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

France and Britain.—General de Gaulle has put forward for consideration a long and statesmanlike argument directed to convincing the peoples of France and Britain that the peace of Europe requires the closest collaboration henceforth between these two "major Powers" of Europe. General de Gaulle is a soldier and he stresses both the military and the economic sides of this collaboration. Germany, unquestionably, is the shadow which falls over the military view, but it is fair to say that the General gives even more attention to the economic aspect. In that fact, his statesmanship stands out, and his most carefully elaborated and comprehensive arguments deserve close attention. Some of his conclusions may appear to run counter to the declared and published assurances of the Allies in conclave as to their policy in victory over Nazism; some present, prima facie, economic and political difficulties of accomplishment which would seem to be insoluble, even if broadly approved by the chief Allies, in principle. At the moment, his arguments are for digestion only. They are primarily addressed to the common man in both countries, and on that account are "long-term" plans. When a new idea convinces a democratic people, much time may elapse before its Government is induced to translate that idea into practice. For democracy is a slow-working machine. And to-day the peoples of Britain and France are by no means in the same stage or under the same conditions of political development; and are more estranged (by mutual distrust, common ignorance of each other's motives and past actions, and other causes) than they have been since 1900. What France *is*, or wishes to be, we shall know a little better in a few weeks' time. She may be anything, for all we know, to-day. For that reason alone, there is no vast hurry for you and me to form opinions on the General's proposals. His reason for putting them forth now had some connection with Lancaster House. What is common ground between our two peoples is an instinctive belief in the rightness and wisdom and security of a more practical, more ideal and fifty-fifty Entente, if by any means it can be attained. Any effort to improve relations between the peoples of England and France, anything which can make the minds of Frenchmen better understood by Englishmen and vice-versa, deserves close support and attention.

Satiety—and the Reverse.—I have made the point (and re-state it) that there is every day a plethora of red-hot news stories. The internal affairs of every country in Europe provide them; Japan in the process of occupation provides them; the evidence of returning prisoners of war, with their tales of torture, give more than a Sunday paper can notice. Lancaster House is in session with an agenda of supreme importance. Hitler legends are reviving everywhere in Germany. Releases of war secrets—the sabotage of the Nazi atomic-bomb research stations, for example—put the best imaginings of Press news-story collectors in the shade. Indeed, those "Arabian authors" went into retirement in 1914 and have never again been called on. The days are past when the bowling of Tom Richardson or the dark deeds of Crippen were banquet enough for all Fleet Street. The wonder remains that with so much rich and strange and factual news every hour of every day, we sit down to a Barmecide's feast and find our newspapers lacking in interest. Your journalists' lot is hard. It is not, of course, satiety and war weariness alone. Domestic problems, *res angusta domi*, bulk large in our minds and tend to black-out the problems and tragedies of Europe and the doings of the world overseas. In a few weeks now, a shilling more or less off income-tax will mean more to us than a crisis in our relations with Russia, a throne lost or won in the Balkans, or even the starvation or wanderings of two million homeless people across the wintry wastes of Central Europe. God gave all men all earth to love (in theory); but since our hearts are small, ordained for each one spot to be beloved over all. And that spot this winter for most of us will lie in the region immediately below our top trouser-button; or, at the best of it, within the confines of our back-yards. It is all very reprehensible; but it is excusable, human nature being what it is.

So Perish All Traitors.—Quisling had a fair trial. Every plea which could, reasonably or unreasonably, be urged in his favour, was listened to. This trial exceptionally left behind no unpleasant feeling of prejudice. The man was condemned to die. He may appeal. He belongs to a nation which has long outlawed the death penalty and he may not suffer death at men's hands. Whether or no, inasmuch as he had no constructive line of defence, he is branded an arch traitor and his name will live, and smell to Heaven, in history. As an individual, he was of not much greater importance than Jenkins or Don Pacifico. But his place in history owes less to chance and more to his own volition than theirs. Like Colonel Lynch, he has provided a dictionary term for something unpleasant, something which in times of national danger is all too prevalent all the world over.

Atrocity Stories.—To say that a wave of indignation has swept Australia, following the release of Japanese atrocity stories, is surely an understatement. In so far as these hideous charges are based on reasonable evidence, as many of them are, they are a just cause why every ally should "see red" in all that concerns their relations with the Japanese. The Japanese have out-Belsened the Nazis, and no one supposed it would prove otherwise. Death to the torturers is a reasonable determination, but in Japan the problem of punishing war guilt is even harder to solve than in Germany. The chief criminals in Nazi Germany were front-rankers, their faces well known. In the Japanese Army and Gestapo, the ringleaders were innumerable, of junior rank, indistinguishable, easily absorbable into the ruck of millions of faces all alike to Western eyes. It is natural to see red. It is important to see clear, and that is more than ever impossible in dealing with Oriental savages.

Tojo Bungles Again.—Tojo, unwilling to endure the slow processes of Allied justice for war criminals, locked himself into a room with an arsenal of lethal weapons, and bungled the business of suicide as he bungled co-prosperity, dictatorship and war strategy. So long as we outlaw the notion that there can ever be anything "noble" in suicide, we may welcome the cowardice which has saved the Allies from the expense and trouble of condemning and hanging so many of the war's chief criminals. The Japanese, no doubt, like to trade on conventional beliefs, in which they do not, in fact, believe, such as the godhead of Hirohito or the nobility of suicide; but, in fact, suicide is the cur's escape from the just penalty of his crime or folly or the mad dog's expedient or gesture; and the Japs know it as well as the Nazis. Now I suppose we must fatten up Tojo for the hangman as we have "fattened up" (or fined down) Goering. Certainly there lives to-day no more glaring and bloody-minded major criminal than Tojo, if only because he was too feeble a war leader even to canalise and control his country's policy of torture and cannibalism.

THE GERMAN LINER "EUROPA" SAILS AGAIN—as an Allied troopship under an American Captain: The former German luxury liner and third largest vessel afloat has been converted into a troop transport. She was captured by the British at Bremerhaven and turned over to the United States. American naval men, with German help, have been working for many weeks getting the liner ready for sea. This aerial view shows the *Europa*, with her funnels once more belching smoke, being guided by tugs from her berth at Bremerhaven. She will operate between Southampton and New York, carrying home some 20,000 American soldiers a month

Black-listed.—The Nazi black list of British institutions and individuals, prepared for the occupation of Britain, makes stimulating reading to-day. It is a curious instance of the puerility of so much that had been admired as Nazi efficiency and thoroughness. It does not suggest that their "Intelligence" was particularly efficient. I want to study the complete list. The excerpts quoted are more amusing for omissions than inclusions. *The Times*, one observes, escaped. It was, in Nazi eyes, the "good boy" among British journals. But Lord Harewood, Vic Oliver, Lord Derby, the late Lord Dawson and the late Lord Baden-Powell were highly dangerous; and so was Lascelles Abercrombie. Mr. Harold Nicolson is very lucky (or unlucky) to be on the list, for he spent a deal of moral courage in being "fair to the Germans," at a time when being fair towards our enemies was not encouraged. To be "on the list" is as good as a mention in dispatches, or in *Who's Who*. But what a crazy, puerile list it is, the file of an overgrown schoolboy-head of a "secret society" at a grammar school, ill-spelt, haphazard, unrevised. One begins to ask the question nowadays why it took so long for the Great Allies to bring the Nazis to their knees. In many vital fields those Nazis were for so long so very inferior to the Allies in efficiency.

Suburb of Portsmouth.—The P.R.O.s of the Service Ministries engaged in many duties of publicity during the war beyond their original brief, which was to explain the doings and policy of their departments to the public, to make for understanding. Now the war is over, and the people of Haslemere might reasonably ask from the P.R.O., Admiralty, an explication of its post-war policy of increasing its stranglehold on Haslemere by requisition of houses. Most of the big houses on Blackdown they have held throughout the war. Now, when the war is over, the Admiralty redoubles its efforts. It is dangerous to leave your house empty for a week-end. If you whisper over your tea-cups a suggestion that *one day* you may find your house too large or expensive, the rumour reaches the Admiralty billeting officer that evening, and he is on your doorstep with a requisition next morning. If an owner die, he is on the doorstep before the probate people have made a preliminary round. Portsmouth, no doubt, is seriously blitzed, and will be for some years unable to accommodate Admiralty staffs. But it does seem due to the inhabitants of Haslemere that Admiralty intentions to turn their pleasant town into a suburb of Portsmouth should be frankly and fairly stated.

Break With Tradition.—Top hats off to the Westminster School authorities! They have discarded the top hat and tail coat as school uniform and henceforth the Westminster boys will no longer be figures of fun on buses in London. Life in Herefordshire proved the superior advantages of grey flannel. But at Eton the traffic in second-hand top hats, to meet the requirements of tradition, must still go on. Still the small boys must expose their lumbars in those absurd "Etons," and still lower boys at least must walk the streets looking like animated scarecrows. School tradition dies very hard indeed not least in dress. The war is over the revolution in social life accomplished, but as yet we grown-ups have no guide and no directive as to the ceremonial wear of to-morrow. Must we also, like schoolboys, traffic in second-hand top hats, in order to "comply with regulations" on official and ceremonial occasions, or shall we at last boldly break with outworn convention and show the courage of our conviction in a brave, new, sane age? I do not know. There is nobody to lead us.

A Kingdom for a Horse.—Thirty thousand pounds is a big sum to pay for a yearling, howsoever sired and dammed. Perhaps to-day only an Oriental potentate could pay such a figure. If there be British owners still able to compete with such prices, these might not be willing to advertise their ability. Our world is upside down, economically and socially. We are never allowed to forget it. And yet, every day, we have proofs that scores of people in that overturned world still have their feet firmly planted in the old world of yesterday. Are they, or you and I, "standing on our heads"?

THE OLD STAGER

AIR CHIEF-MARSHAL LORD DOWDING, IN COMMAND OF THE "BATTLE OF BRITAIN" OPERATIONS IN 1940, chatting with some of the surviving pilots at North Weald aerodrome before the take-off for the flight over London: Included in the group are—Group Captain G. M. Thompson, D.S.O., D.F.C. and Bar; Wing Commander Vigors; Group Captain F. R. M. Carey, D.F.C. two Bars, and D.F.M.; Wing Commander John Sellis, D.F.C. and Bar; Wing Commander B. Drake, D.S.O., D.F.C.; Wing Commander K. T. Lofts, D.F.C. and Bar; Wing Commander D. Crowley-Milling, D.S.O., D.F.C.; Group Captain D. Bader, D.S.O. and Bar, D.F.C. and two Bars; Group Captain P. S. Turner, D.S.O., D.F.C. and Bar; Squadron Leader Bush, D.F.C.; Wing Commander P. M. Brothers, D.S.O., D.F.C. and Bar, Wing Commander E. P. P. Wells, D.S.O., D.F.C. and Bar; and Wing Commander R. Stanford Tuck, D.S.O., D.F.C. and two Bars

THE MEN WHO SAVED BRITAIN

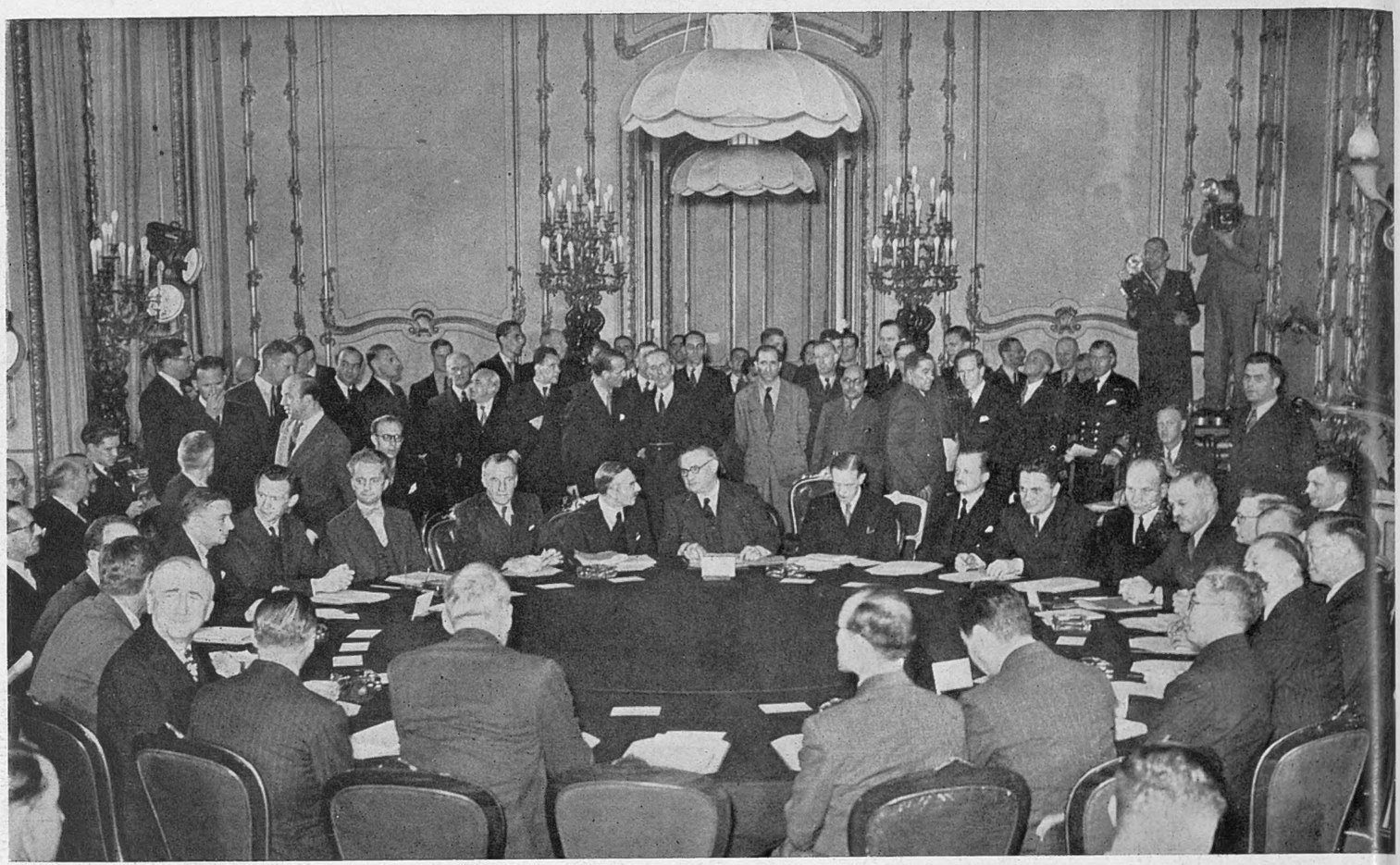
The Flight of "the Few" Over London On September 15

The first peacetime anniversary of the "big day" of the Battle of Britain, when a handful of Britain's ace pilots destroyed 185 German raiding planes in one day, and saved Britain, and possibly the world, in 1940, was celebrated with a flight over London by twenty R.A.F. squadrons, in the van of which was a squadron of Spitfires led by Group Captain Douglas Bader, double D.S.O., triple D.F.C., who is legless and who was for three years a prisoner of war in Germany. Every one of the twelve to fourteen planes in this squadron was piloted by an "ace" who was one of the "Few" immortalised by Mr. Winston Churchill in the historic broadcast speech which he made some time later extolling their immortal achievements

THE SPITFIRES ASSEMBLED FOR THE TAKE-OFF AT NORTH WEALD AERODROME: Nearest the camera is Group Captain Bader in the cockpit of his plane, marked with his initials "D. B." He led the Fly Past over London

THE BATTLE OF BRITAIN ANNIVERSARY PARADE AND THANKSGIVING SERVICE IN LONDON: To commemorate the anniversary of the Battle of Britain in 1940, a parade of British, Dominion and Allied troops was held at Wellington Barracks on Sunday last—the day following the Fly Past over London. Later they marched to Westminster Abbey, where a special Thanksgiving Service was held. Here are some of the Battle of Britain pilots leading the R.A.F. contingent into the Abbey

JUST BEFORE THE TAKE-OFF AT NORTH WEALD: "Stuffy" Dowding with Group Captain Douglas Bader on the aerodrome. Air Chief-Marshal Lord Dowding was Commander-in-Chief of Fighter Command during the Battle of Britain: on Saturday last he again met his old pilots at North Weald aerodrome just before the Fly Past



A GENERAL IMPRESSION OF THE MINISTERS AT THE OPENING MEETING: In the centre of this picture, facing the camera, is Mr. Ernest Bevin, British Foreign Secretary; on his right are Sir Ronald Campbell, the Foreign Secretary's deputy, and Sir Archibald Clark-Kerr, British Ambassador to Russia; on his left are an interpreter and Mr. Duff Cooper, British Ambassador in Paris. Facing the camera in the left foreground is Mr. James Byrnes, American Secretary of State. Fifth from Mr. Bevin's right is M. Georges Bidault, French Foreign Minister. Fourth from Mr. Bevin's left is M. Gusev, Soviet Ambassador to London; and next to him is M. Molotov. In the right foreground (with glasses) is Dr. Wang Shih-chieh, Chinese Foreign Minister; with Dr. Wellington Koo

THE COUNCIL OF FOREIGN MINISTERS

The Meetings in the Old Ballroom at Lancaster House in St. James's

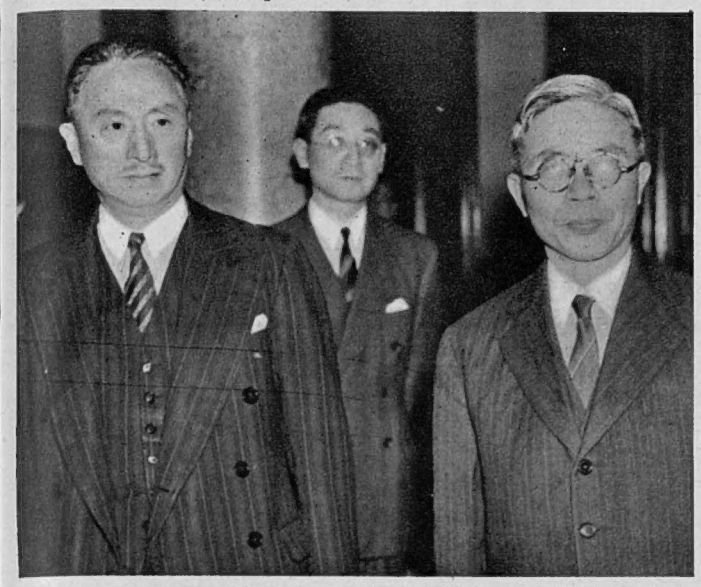
—Photographs Taken During the Sessions

Foreign Ministers of the Allied Nations have been meeting in St. James's in London to discuss preliminary questions upon which the peace of the world will ultimately be based. The Council was founded at the Potsdam Conference: five Powers are represented on it—Britain, the United States, the Soviet Union, China and France. Among the questions down for discussion are, first and foremost, Italy's position in relation to the United Nations, and the status of the various Balkan countries now in the Russian sphere of influence. The five Foreign Secretaries are the principal figures at the Council table: each is supported by a large delegation of experts

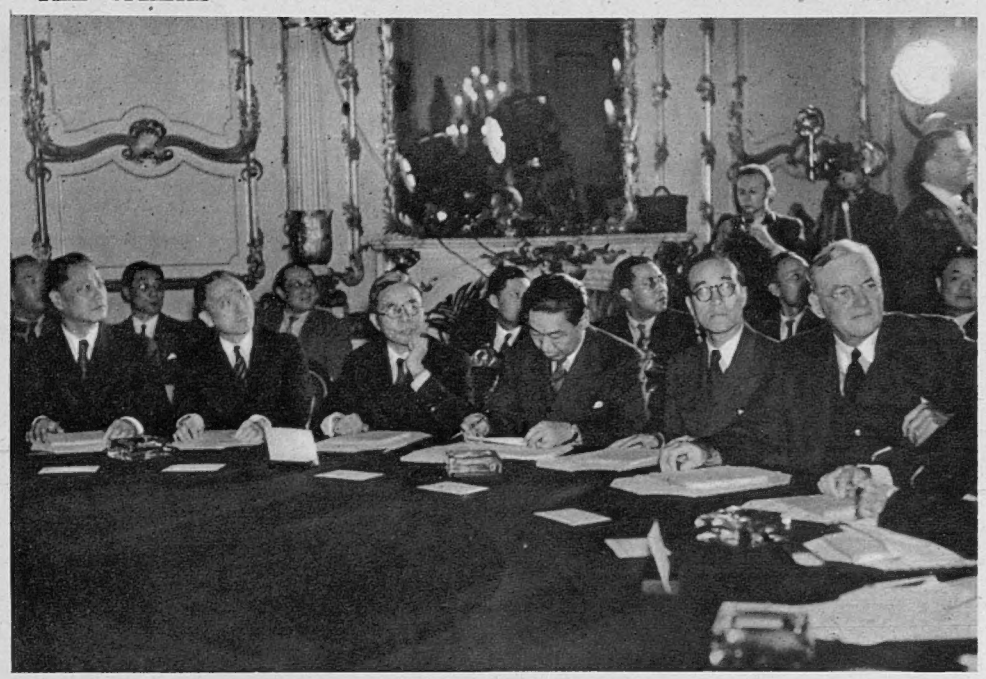
A CLOSER VIEW OF THE BRITISH DELEGATION: From left to right are—Sir Archibald Clark-Kerr, Ambassador to Moscow, Sir Ronald Campbell, Deputy to Mr. Bevin; the British Foreign Minister; an interpreter; and Mr. Duff Cooper, Ambassador to Paris

Below—**THE SOVIET DELEGATION, headed by M. V. M. Molotov, the Russian Foreign Commissar, third from the left. M. Gusev, Russian Ambassador to London, is seated on M. Molotov's right hand**

REPRESENTING AUSTRALIA IS DR. HERBERT EVATT, MINISTER FOR EXTERNAL AFFAIRS. With him is his wife. While Dr. Evatt is in London on this mission, Mr. Bruce will cease to act as Australian High Commissioner; Dr. Evatt will then, temporarily, perform the duties of this office



CHINA IS REPRESENTED BY DR. WANG SHIH-CHIEH, HER FOREIGN MINISTER. With him in this picture (on left) is Dr. Wellington Koo, Chinese Ambassador in London, who also acts as Dr. Wang's Deputy on the Council

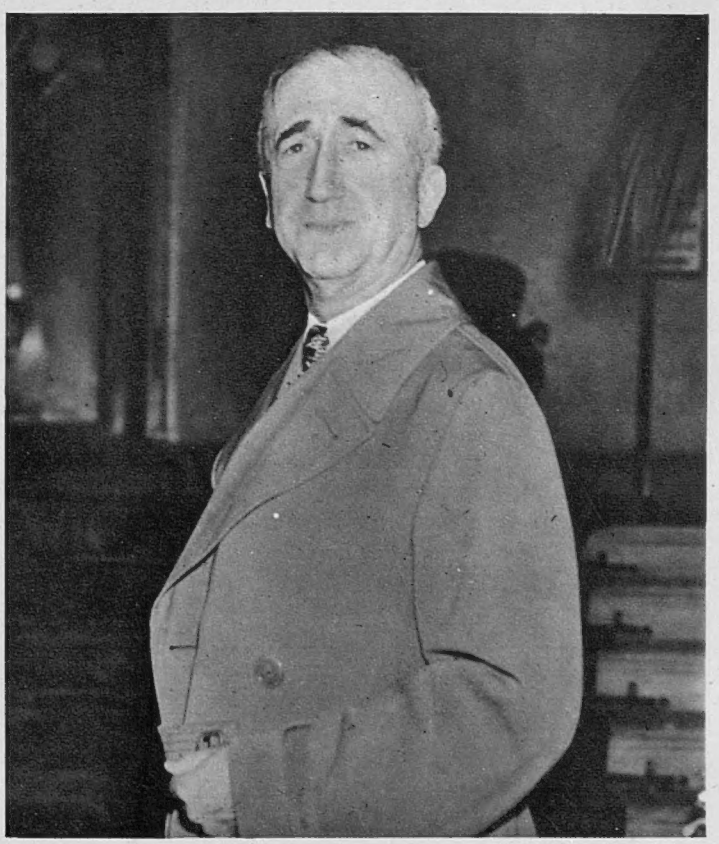


THE CHINESE DELEGATION AT THE COUNCIL TABLE. Dr. Wang, its leader, is third from the left. The Foreign Ministers meet in the afternoons, and their deputies in the mornings. Each of the Foreign Secretaries presides in turn

THE FRENCH DELEGATION IS HEADED BY M. GEORGES BIDAULT, FRENCH FOREIGN SECRETARY. He is seated at the extreme left, wearing a somewhat perplexed expression. He is accompanied at the Conference by a Principal Private Secretary and by the French Ambassador to Italy, as well as other assistants

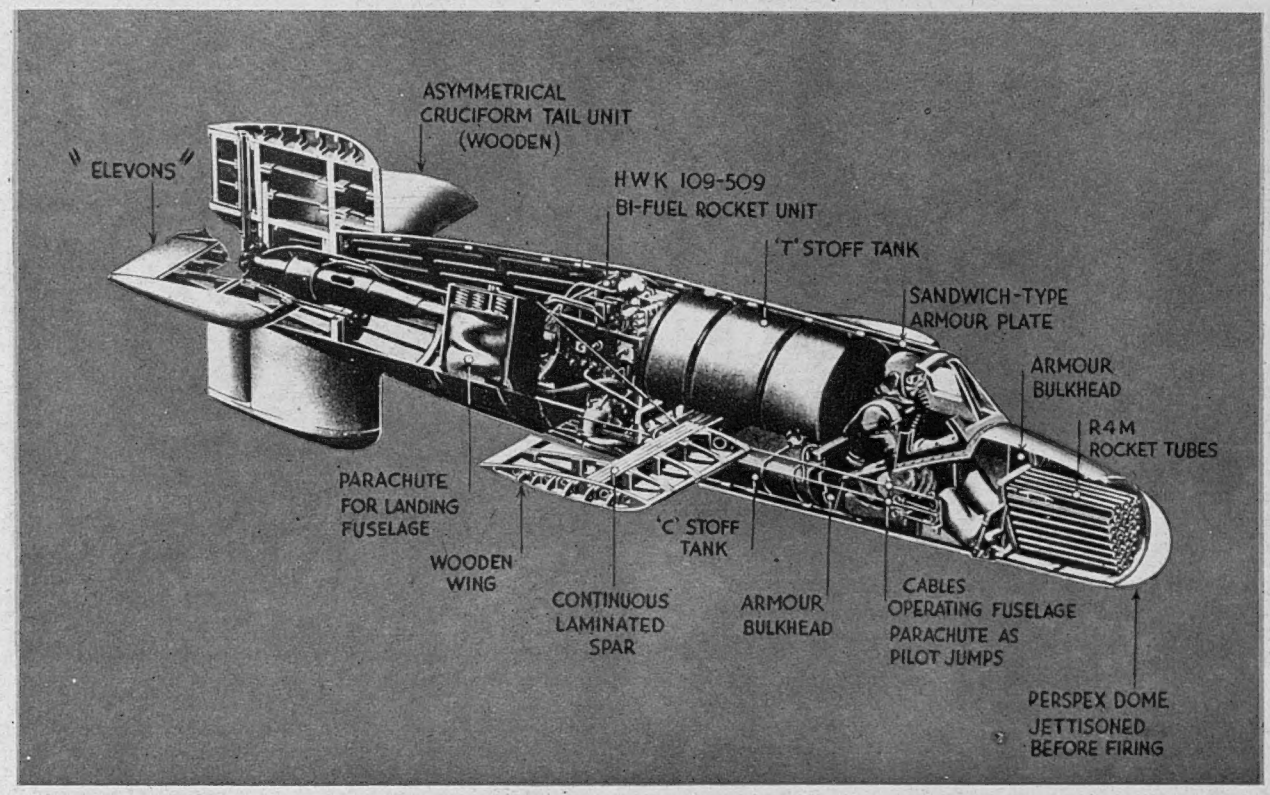
A STUDY OF THE FRENCH FOREIGN MINISTER, one of the principal members of De Gaulle's Government and a leading figure in the French Resistance Movement during the war. M. Georges Bidault is still a very young man

A SCENE DURING THE CONFERENCE. Mr. Ernest Bevin considers a point raised by the American Secretary of State, Mr. James Byrnes. In the centre background, M. Georges Bidault smilingly greets another member of the Council. In the background on the right is Mr. Duff Cooper, British Ambassador in Paris



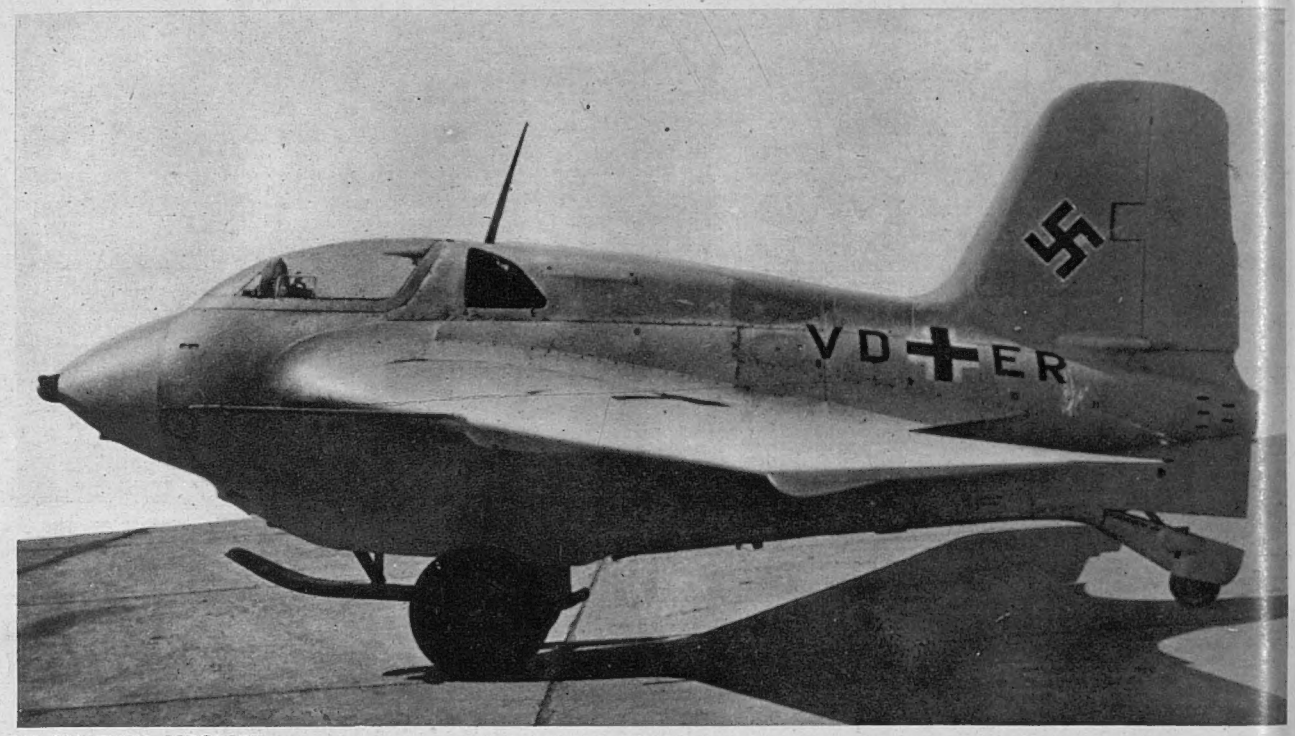
REPRESENTING THE UNITED STATES IS MR. JAMES BYRNES, SECRETARY OF STATE. He is reputed to be a very astute statesman and negotiator on whom the President relies considerably. He is at the head of a large delegation of experts

ALLIED AND ENEMY WAR SECRETS REVEALED



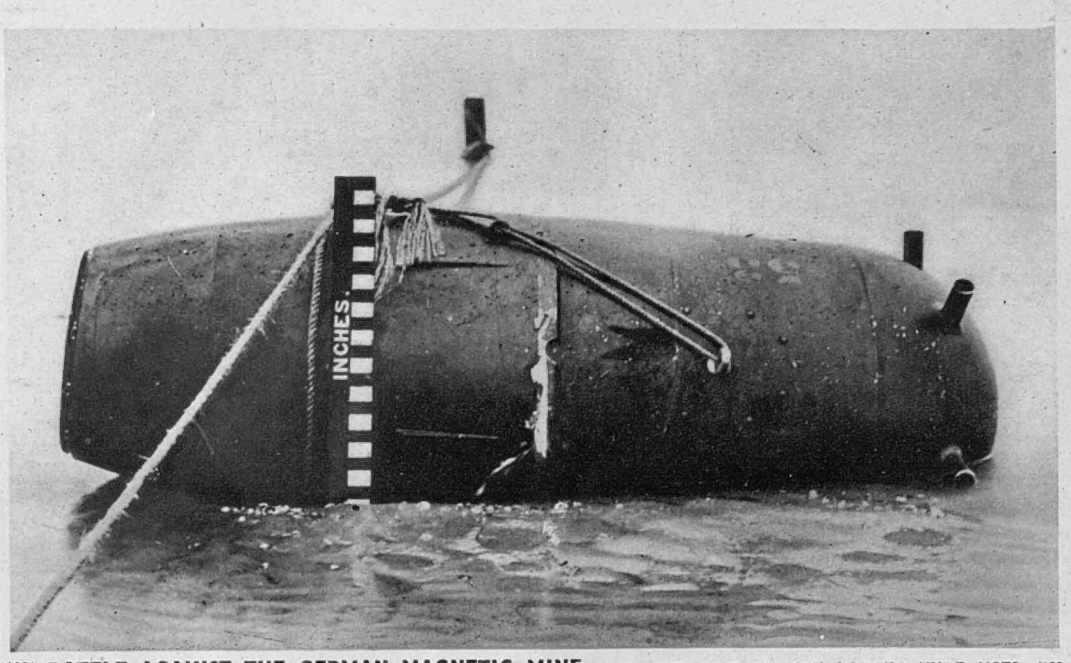
ONE OF THE GERMAN WEAPONS WHICH WAS NEVER USED AGAINST THE ALLIES—a drawing of the B.P.20 Natter (or Viper)—a rocket-propelled interceptor aircraft which the Germans were developing for the defence of specific vital targets. It was midway between a directed missile and an interceptor fighter

On left—The performance of some of the German jet fighters was quite staggering, judged by the standards of 1939, but the enemy was developing a "last-ditch" project which would have made them seem sluggish! This was the Natter, or Viper. Although rightly classed as an aircraft because it has wings, controls and a pilot, its proposed method of employment was such that it might be regarded as a piloted flak-rocket. Natter, or the B.P.20 to give it its number, was a tiny aircraft of about 18-ft. span and powered with a liquid rocket as installed in the Me. 163. It was to take off vertically with the assistance of auxiliary rockets, climb at the rate of about 37,000 ft. a minute right into the Allied bomber stream, and at a speed of more than 400 m.p.h. The idea then was to destroy the bombers with its battery of rocket projectiles. This being accomplished, the pilot was to be ejected and descend by parachute. Simultaneously, the rear half of the fuselage containing the liquid rocket would break off and itself descend by parachute, so that it could be used again. The aircraft was designed for quantity production in small woodworking shops. It was also attractive in that it would reduce the training of pilots to a minimum

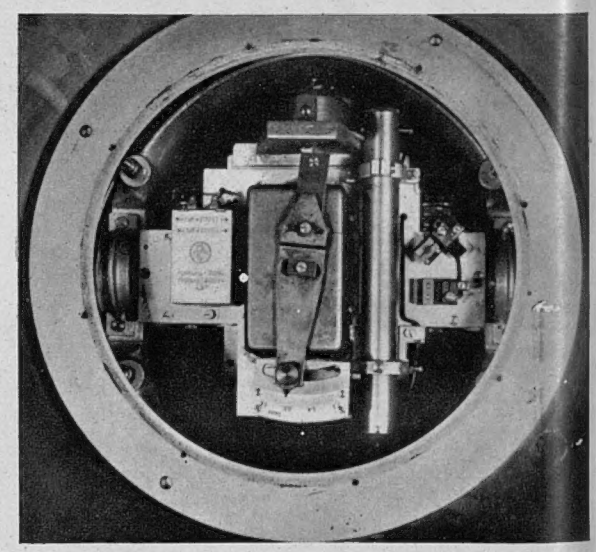


AN AMAZING AIRCRAFT WHICH ACTUALLY WENT INTO PRODUCTION JUST BEFORE GERMANY'S COLLAPSE: The little "Komet," which had a level speed of 550 m.p.h. This picture shows its wheel undercarriage and the retractable landing-skid

On right—German experiments in jet-propulsion and rocket-assisted take-off produced much that was revolutionary in aircraft performance and design. British and American developments in this direction still remain a secret, and there is, at the moment, no means of comparing Allied progress with that of Germany. It appears, however, that one of the main difficulties confronting the Germans was a lack of endurance, and although some of the performance figures appear to be staggering, in actual fact they could be maintained for such a small space of time as to make them doubtful quantities in operation. One type of rocket-propelled interceptor which actually went into service several months before the collapse was the amazing little Me. 163 "Komet," a semi-tailless design, capable of a level speed of about 550 m.p.h. and able to climb to 30,000 ft. in just over 2½ minutes. The Me. 163 normally took off under its own power, jettisoned its wheels and landed on a skid. It was armed with two 30-mm. guns and was built partly of wood. In order to increase the endurance, a later model, the 163 C, had a special rocket unit incorporating a second jet to give cruising economy. The endurance under power was about twelve minutes and the maximum speed 590 m.p.h. Rocket-propelled interceptors of this sort were comparatively quick and cheap to build



THE BATTLE AGAINST THE GERMAN MAGNETIC MINE: AN EXAMPLE OF THE LARGER TYPE USED BY THE ENEMY IN 1939, with a rule alongside it to indicate the size. The conquest of the magnetic mine was one of the major achievements of British science during the war



THE INSIDE OF A MAGNETIC MINE: The covers have been removed to show the "hand-sensitivity" setting within. The first occasion that German magnetic mines with parachute attachments are known to have been laid was on the night of November 21, 1939, when German aircraft dropped mines of this type in the Thames and Humber Estuaries and in Harwich Harbour. At about 10 p.m. next day a second mine-laying attack was made, and an object, believed to be a mine, was seen to drop in the water off Shoeburyness; it was realised that this would be exposed at low water. Two specialist officers were sent down from the Admiralty with orders to obtain all possible details and secure the specimen intact and in a safe condition. When the mine reached H.M.S. *Vernon*, it was taken to the non-magnetic laboratory, and, within eighteen hours of it reaching them, the scientific officers had elucidated the principle on which it worked

INSIDE ONE OF BRITAIN'S MIDGET SUBMARINES—THE FIRST PICTURE EVER TO BE RELEASED OF THE INTERIOR OF THESE TINY CRAFT : Sub-Lieut. K. Robinson, R.N.V.R., one of the crew of four, at the hydroplane controls just below the deck

The "X-craft," or midget submarine embodies all the navigational principles of a large submarine. Its length is about 50 ft. overall ; beam, 5 ft. 6 ins. It is divided into three compartments—forward, the battery compartment ; midships, the control-room ; and aft, the engine and motor-room. There is a bunk in the control-room, in which two can sleep. The "X-craft" has a crew of four—three officers and one engine-room artificer. When the craft reaches the anti-torpedo or anti-submarine nets protecting the target, the diving officer enters a small escape chamber, which is flooded up. Through this chamber he reaches the upper casing, or deck, of the craft, and, using a cutter, worked by high-pressure air, cuts a hole in the net. He returns to the interior of the craft by the escape chamber, and the midget submarine proceeds through the gap in the net, until it is safe under the target, and then the charges, each of which contains a few tons of explosive, are released. The charges are set to explode after a given period, during which the "X-craft" has an opportunity of getting clear of the target

THE "FROG-MEN" OF BRITAIN : Wearing a thin rubber suit, and fitted with helmet and huge fins on his feet, one of the men swims underwater

The Navy's "Frog-men," who blasted a hole in the Nazis' "Atlantic Wall" and enabled the invasion craft to reach the Normandy beaches on D-Day, were nearly all "hostilities only" men. Some of them had previously served in midget submarines and the human torpedoes. For many months, experiments in the training of men for under-water work were secretly carried out. Then in January 1944 the "Landing Craft Obstacle Clearance Units" (official name for the "Frog-men") was started at H.M.S. *Appledore*, in the little village of Appledore, on the North Devon coast. In their thin rubber diving-suits fitted with helmets and breathing apparatus, and with huge rubber fins attached to their feet, these fantastic Wellsian figures steadily worked and trained for one of the most hazardous operations of the war. Their moment began at H-Hour on D-Day, when ten units (four Royal Navy and six Royal Marines), consisting of about 120 officers and men, went into action and remained until the way through the under-water defences had been cleared. Apart from the invasion of Normandy, two units of "Frog-men" were in action in the South of France landings, and three at Walcheren

THE COMPLETE APPARATUS WORN BY THE "FROG-MEN" : Their task was to demolish underwater obstructions during the breaching of the German "Atlantic Wall"

ENEMY SECRETS

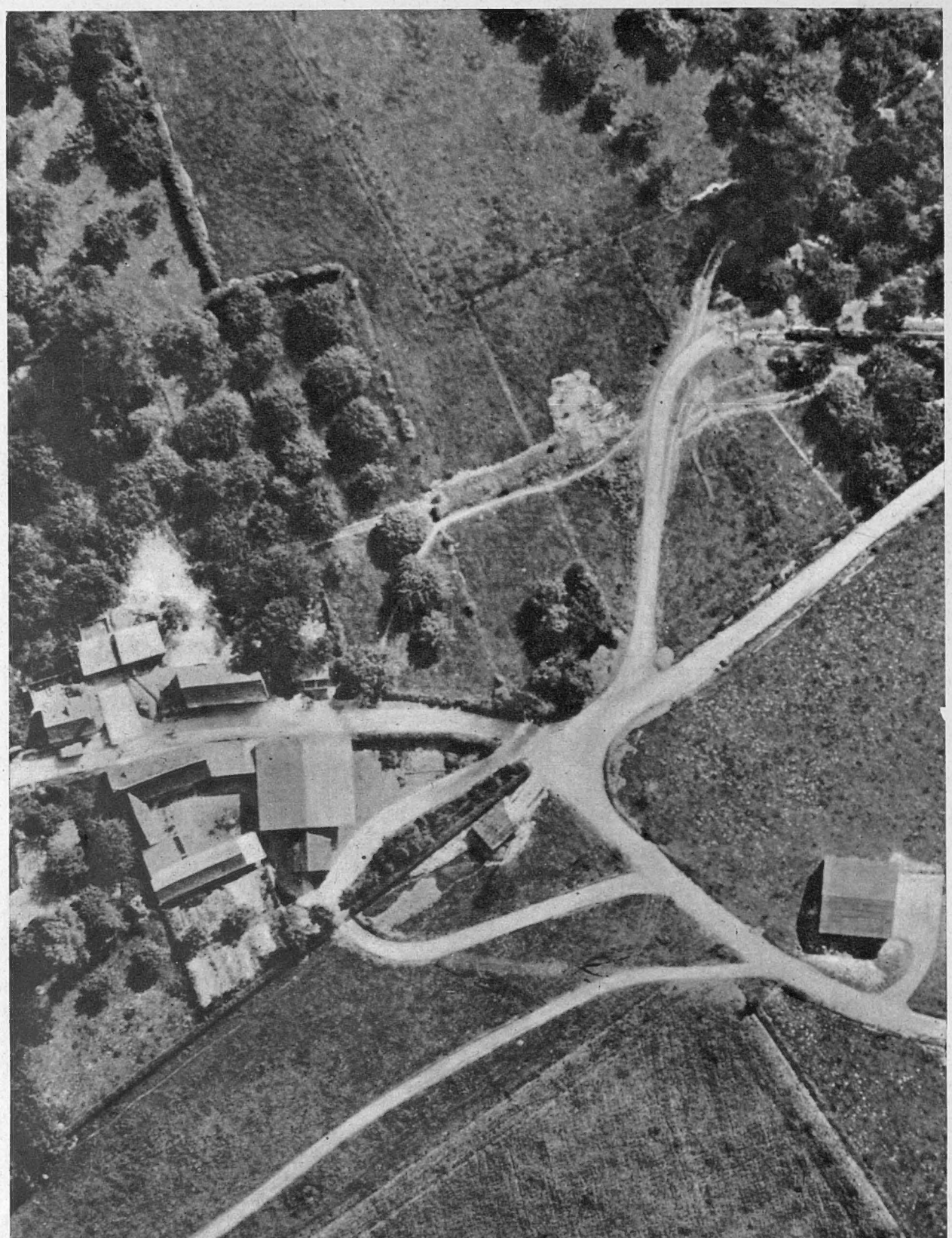
Revealed by the Cameras of the R.A.F.

—The Work of the Photographic Reconnaissance Units During the War

A VIEW FROM THE AIR OF THE R.A.F. STATION AT BENSON, NEAR OXFORD, from which fly the reconnaissance aircraft of No. 106 Group

Secrets of the work carried out by the R.A.F. in their almost uncanny photographic reconnaissance flights were revealed a few days ago when, for the first time, British journalists visited the R.A.F. Stations at Benson and Medmenham—nerve centres of the "camera war." At Benson, headquarters of No. 106 Group, which was responsible for vitally important photographic reconnaissances, the Air Officer Commanding disclosed that fliers who have carried out daring photographic missions over enemy territory are now engaged in the task of photographing British cities and towns at the request of the Ministry of Town and Country Planning.

On left—This photograph was taken by a reconnaissance aircraft of the R.A.F. On its receipt at Medmenham, interpretative experts at the Allied Central Interpretative Unit forecast that the first German flying bomb would fall on Britain within forty-eight hours. They made this forecast on June 11, 1944, basing their deductions on the fact that a launching-ramp had been erected on the site at Vignacourt. On June 13, 1944, the V 1 attacks started. In the picture, the launching-ramp can be seen in the trees at the top left



THE PICTURE WHICH TOLD THE EXPERTS THAT THE FIRST FLYING BOMB WAS ABOUT TO FALL ON BRITAIN : It shows the launching-ramp which the Germans had just constructed at Vignacourt, in France

WHEN INVASION DAY CAME, THE FORCES WERE BRIEFED WITH THE AID OF SYNTHETIC RUBBER MODELS : Here is one—shown for the first time. Three hundred and forty such models were sent to Commanders : they were made from reconnaissance photographs

THE LATEST PHOTOGRAPHIC RECONNAISSANCE SPITFIRE—THE MARK 19—FASTEST AND HIGHEST-FLYING AIRCRAFT : Its speed is 450 to 460 m.p.h., and it can fly at well over 43,000 ft. Behind is a Lancaster, now fitted for photographic reconnaissance. Both have been employed in photographing British towns and cities for the Ministry of Town and Country Planning

FROM THIS VERTICAL PHOTOGRAPH—TAKEN AT KAHLA, IN GERMANY, NEAR THE CZECH FRONTIER—THE EXPERTS AT MEDMENHAM DISCOVERED THAT AN ASSEMBLY PLANT FOR THE JET-PROPELLED ME. 262 HAD BEEN BUILT in the side of the great hill in the background, with a runway on the top. The photograph had disclosed that the airstrip was of unusual construction; and this led to a closer investigation

THE PHOTOGRAPH REPRODUCED AT THE TOP OF THIS PAGE WAS CONVERTED BY THE EXPERTS INTO THIS DRAWING, showing the hill-hidden assembly plant in proper perspective as it would appear from the ground-level. The runway has been built above the works, and at the base of the hill are the buildings which formed part of the factory. The disposition of light and shade in the photograph provides valuable clues to the interpretative experts in their reconstruction

MILITARY GOVERNMENT IN BERLIN OPENS A STREET-CORNER CLINIC : A German girl is measured by a member of the Field Ambulance Unit at the corner of the Kurfurstendamm

THE FIELD AMBULANCE UNIT AT WORK questioning German women waiting to be weighed and measured in a Berlin street

The Field Ambulance Unit attached to the Military Government in Berlin is taking a census of the weight and height of German adults to find out if they are suffering from malnutrition. The Military Government is seeking to ascertain the lowest basis for rationing the Germans, so that they can perform their work and yet keep free from disease. Each person checked is asked what she had eaten the previous day

IN GERMANY TO-DAY

New Pictures from the Occupied Areas

CLEARING UP IN BERLIN : Women engaged in the salvage of bricks. Scenes familiar to all Londoners in 1943 and 1944 are now just as familiar to the people of Berlin. Dangerous buildings, damaged by the Allied air raids, are being pulled down by the Royal Engineers, and German women are clearing and cleaning the bricks for use in rebuilding shop-fronts and houses. A recent order by the Military Government to local authorities requires them to make one room in each home weatherproof for the winter. Here women are seen stacking salvaged bricks in front of the heavily-damaged Deutsches Opernhaus in the Bismarckstrasse

THE EIGHT-WOMAN POWER HORSELESS CARRIAGE in the Charlottenburger Chaussée : The motor-car—known back in the 'nineties as the "horseless carriage"—has been superseded in Berlin by another type of vehicle. This is the "woman-power" tractor. Heavy loads are drawn by teams of women through the streets of the once-proud German capital. Here eight of them are hauling a cart laden with track rails along the Charlottenburger Chaussée. A reserve team are walking alongside the cart ready to take their turn in hauling

GERMANS RECOVER COAL FROM THE RIVER ELBE for the coming hard winter : Along the River Elbe, about eight kilometres from Hamburg, is a sandy stretch of land on to which the dredgers working in the river pump water. Coal and coke which has fallen from the barges in the Hamburg docks is carried downstream by the current and picked up by these dredgers. German civilians are now collecting and storing it for the coming winter

CHECKING BLACK MARKET ACTIVITIES IN AND AROUND HAMBURG : Potatoes will be one of the staple foods of the Germans this winter, and the Military Government has determined that this vital food shall not find its way to the Black Market. With the aid of German police, they have organised a road check on all vehicles entering Hamburg, and on one day alone over 5,000 kilos of potatoes were confiscated from Germans who had acquired them wrongfully. Here a lorry has been stopped, and the drivers have been forced to discharge the load intended for the Black Market

BELGIAN PARACHUTISTS PARADE IN BRUSSELS to receive a new flag : The parade of the Belgian paratroopers of the Special Air Service Regiment took place at La Cambre Abbey, in Brussels, a few days ago. The men were presented with a flag by Brig.-General Calvert, D.S.O. and Bar, the British Commander of the Belgian S.A.S. Brigade. Here the flag-bearer is seen with the new flag during the ceremony. It bears the motto : "Who Dares, Wins"

TOURNAI CELEBRATES THE ANNIVERSARY OF ITS LIBERATION BY THE ALLIES : On September 2 a plaque was unveiled on the Carillon in Tournai by the Burgomaster, M. de Rasse, to commemorate the liberation of the town by British and American troops a year ago. Tournai was the first Belgian town to be freed by the Allies. Major J. P. Godwin, Town Major, took the salute at the Carillon. Included in the procession were the band of the 347th American Combat Battalion, two armoured cars of the 268th Works Section, R.E., the band of the 2nd Battalion of the Middlesex Regiment, a detachment from a Belgian Army School and various Belgian civilian organisations

GENERAL EISENHOWER RECEIVES THE FREEDOM OF BRUSSELS : On left, M. Van de Meulebroeck, the Burgomaster ; on right, Mr. Sawyer, American Ambassador, at the Town Hall. Belgian and Allied police were swept away by an enthusiastic Brussels crowd when General Eisenhower went to the Unknown Soldier's tomb at the Colonne du Congras on September 6 on Belgium's Day of Thanksgiving. General Eisenhower arrived in a special train previously belonging to Supreme German Headquarters. He lunched with the Belgian Government in the Foreign Office. The Freedom of the City of Brussels was conferred on him in the afternoon by the Burgomaster, M. Van de Meulebroeck, in the medieval town hall

THE VIENNA BOYS' CHOIR MAKES A RECORD FOR THE B.B.C., under the direction of Dr. Fleischmann, in the church of the Imperial Palace : The Vienna Boys' Choir was founded in 1493 by the Emperor Maximilian I, and existed as the Royal Choir until the overthrow of the monarchy. Among the famous musicians who began their career in this choir were Haydn, Schubert and Mozart. In 1924 the choir restarted, and under Professor Schnitt toured Europe, England, America and Australia

BERLIN WOMEN ADOPT THE "MONTGOMERY STYLE" : This is one of the new styles adopted by German milliners in the capital. The large beret hats show the influence of the British Commander's choice of headgear

WHERE GERMAN PRISONERS WORK FOR THE UNITED STATES IN FRANCE : An aerial view of the gigantic salvage plant at Rheims. More than 23,000 German prisoners are working for the United States at the 64th Quartermaster Depot at Rheims. They are engaged in the work of salvaging American material garnered from the battlefields of Europe. The greater portion of this material is composed of clothing, shoes and blankets. It is expected that a good deal of the material will be sold off to the ravaged countries of Europe as surplus. The peoples of these war-battered countries can use it, for they are facing the hardest winter since the outbreak of war. The 64th is the largest American depot in Europe, and is second only to the depot at Philadelphia. The German prisoners are lodged in stockades within the gates of the depot

MOULDING A NEW FRENCH ARMY TO THE TIMES

General de Gaulle's Military Plans for a Strong Post-War France

By FERDINAND TUOHY

A WOUNDING event to the human race—the dropping of the first atom bomb on August 6, 1945—was immediately followed by a crop of articles and pronouncements saying of armies, navies and air forces: "*Good-bye to all those!*" Calculations extended to computing the vast numbers who would not again be needed in Services hereafter redundant, or in likewise superfluous arms and equipment factories, plants and yards. The viewpoint was delightfully illustrated in a French cartoon which showed the familiar setting to a thrilling military parade up the Champs-Elysées—and two bald scientists wheeling past the multitude a barrow containing a small bomb. Was it called "*L'Armée de l'Avenir*"? I forget; but that was the title of one of General de Gaulle's pre-war books, and its theme, far from being vaporised, is of as live an interest to-day as it has ever been.

For the "no more armies" phase was relatively as short-lived as a gnat's honeymoon in August. The possessor of the atom bomb led the tribal dance, brandishing a warship model and clamouring for 1,079 new vessels of war; a "new, popular, and democratic army" became a reality all over Eastern Europe; in the West, the future size of Regular Forces "in view of commitments" lay at the core of demobilisation; as for the Red Army, was it not essentially the Soviet State itself?

In course of a Paris conversation, General de Gaulle put forward the vast changes the atom bomb would work in diplomacy, its far-reaching persuasive power. But when asked whether it had changed his governing idea of holding the Left Bank of the Rhine, he caustically enquired if the bomb had altered other people's ideas about holding Gibraltar and Suez and strategic bases.

This pioneering military mind has no doubts. De Gaulle is "pushing" a new French army for all he is worth, deeming that France will get nowhere without one in the unknown times ahead—and in saying "army," naval and air arms are included, as they very likely will be in a future joint Defence Ministry, along with the sparsely-pated barrow-trundlers of science.

The General never misses an opportunity of staging a military parade in the heart of Paris, and it says much for his popularity that he gets away with it among a people who have not forgotten another General at the Longchamps Review. But a Paris military parade can be so infinitely more rousing and colourful than drab, unimaginativeness elsewhere, and De Gaulle can count on the plaudits when he shows his Spahis and Chasseurs Alpins, his Goums, and, above all, Leclerc leading his armoured and motorised procession.

I saw three parades inside a few weeks—VE-Day, May 14 (Joan of Arc Day) and July 14—and I missed two more: June 18 and August 25 (Liberation of Paris anniversary). Some call the lot "circuses," but the General knows what he is doing, and if one doubted it, take his re-routing of the June 18 show to the Bastille in place of the Arc de Triomphe. This is De Gaulle's own Day with a London origin ("France has lost a battle, but she has not lost the war" over the B.B.C., June 19, 1940), and the choice of the revolutionary citadel's site as rallying place of honour was devised to make the People think itself integrated with the Army. Which observation lands me in the middle of polemics that are now coming into the electioneering foreground.

De Gaulle, then, is beating the *tambour* and doing it, you might say, beside a bookstall smothered with his latest book, a history of the armies of France from the *Ancien Régime* to World War I., upon which he must have spent his spare wartime. Copies of the General's *Armée de Métier*, whose conceptions Reynaud pressed in vain and, anyway, much too late, are interspersed, though not a Sequel. There may have been time for one, but our author prefers to realise it, in fact, instead of on paper.

One way of approaching the question "What kind of a new French army is it going to be?" is to consider the missions which the General has probably set for it.

Over all is the matter of France's greatness, indissolubly linked with *l'Armée*, and about which De Gaulle is as touchy as the Lady of Worthing who writes indignantly about our heritage not being for sale each time the purchase of Bermuda is mooted. The General would spend his last franc on the army if only to erase the memory of what Pétain, Weygand, and civilians behind them did to the French Army to which he was brought up.

Specifically, the French armed forces must be capable of the following:—

Garrisoning for what the futile type of politician calls "all time" (otherwise a vista of about fifty years) the Left Bank of the Rhine between Bale and the Coblenz-Cologne country; participating in a Ruhr guard; and occupying indefinitely a much wider expanse of Germany and Austria than is realised, and one which may expand still more should the Americans pull out prematurely. The French are at this stage having to live a good deal off the country, not surprising in view of the state in which the Germans left France's food situation. With less cause, the Russians do the like, and critics who think the French ought not to "sprawl weakly" should really take their families and go and live bang next door to the Germans and see what trusting them feels like.

Garrisoning French North Africa and the Colonies. Whether the Home (*Métropole*) Army, the Army of Africa, and the Colonial Army, will be maintained as separate organisations, is doubtful. African troops did so well that they may be given a wider field, to the lessening of Malgaches and Annamites. A more certain change is likely to be the compression of the Foreign Legion to a token force.

Thirdly, France needs an army to represent her in the World Security Organisation.

As to size, that depends on matters yet to be decided, such as Britain's reaction to western co-operation from Rhine to Atlantic. One thing we do know—that De Gaulle has no use for numbers. Nor for him a mass of non-technical troops rapidly trained under short-term conscription. What he struck out for was a compact, highly-skilled and mechanised army of 500,000, most, if not all, professionals. That the General still thinks along similar lines is shown by the way he squeezes armoured divisions into being, although he has almost to scrounge for equipment. A Third Armoured Division has appeared, and the ill-found French certainly have inspiration since Leclerc's dash to Falaise and freeing of Paris and Strasbourg—so many vindications of the old Gaullist conception.

Yet to acknowledge a soldier's vision and technical command is not the same thing as agreeing with all his aims and methods in forging a new army, and the position is in some respects back where it was in 1938, when the French jibbed at that word "professional." They scented in it a bid to build up a political army of such common stamp as to be a menace to the State, and as its protagonist was then not leagues away from the Royalist *Action Française*, the fear was hardly irrational. To-day the sweeping French Left thinks De Gaulle is manipulating the political texture of the new army, and it proposes to undo matters after the election has been won.

The charge is that the General has not done what he should to remove the monarchist and reactionary officer presentation, and that he even delayed so as to reincorporate officers returned from prison camps, whose politics are unresponsive to the popular flow. It is not so much a question of that ugly word "purge," as of terminating a long-standing usage of the Army for political purposes by officers of high—and lesser—rank. "*La République, c'est l'Armée*," and vice versa, is what is sought. But the complaint is made that the F.F.I. have not been given the entry to it that they merit.

It was hoped that more of the soldiers of the Resistance would be blended with the Regular Army, much as the volunteers, and later, the conscripts, of the Great Revolution had modified the class spirit of the Louis XVI. Army. The more so, in that there is now cause to do more than modify class: the belief that Pétainism and Vichyism have not been eradicated in the Army persists after the Pétain trial, not least on account of its absentees.

Hard fortune if De Gaulle should have to go over an army matter, but they are already calling him *Charles le Temporaire* after *Pétain le Bref*. Is he constitutionally capable of democratising the Army? The reply is an increasing "No!" and it does seem as if much will depend on whether the General effects in time a compromise *dosage* of the "popular" and traditional elements. Maybe he goes too much to the Right in setting himself, understandably enough, against an introduction into the French forces of that doctrinaire moulding common in the "new, popular and democratic army" in vogue behind the iron curtain in Eastern Europe.

One can hear De Gaulle not only saying that he has to take trained officers where he finds them these times, but endorsing this *cri de cœur* of the Czech Vice-Premier David: "Does this mean that the Army will become the electioneering instrument of any one political party? We want our soldiers to love their country as the men of the Red Army and the British and United States Armies love theirs. We want our soldiers to have ideals, like the Hussites, who did not win victories solely by virtue of their novel military tactics, but rather by their faith in the ideals of truth and freedom."

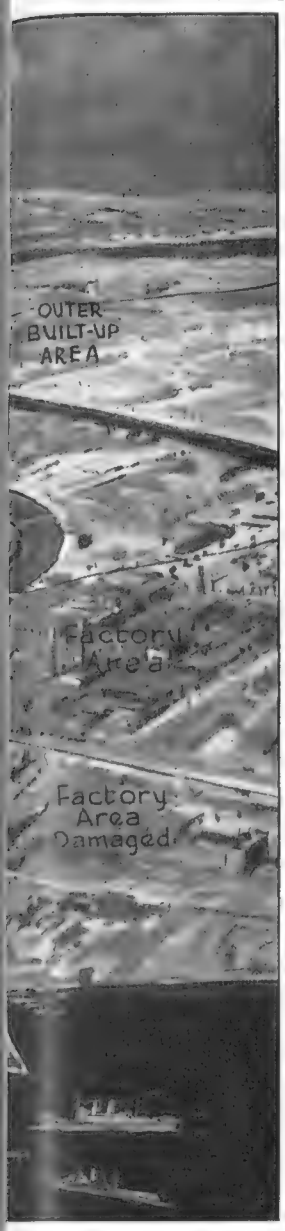
A second complaint against De Gaulle is in process of correction, partly through lack of clothes and equipment. This was that he had "seen too big," militarily, for the immediate purse and needs of France. It was pointed out that he misjudged the quick endings of both wars, in Europe and the Pacific (who didn't!), and that his plan for a "rush" army of a million men was a misplaced outlay much of which should have gone instead to civilian rehabilitation. War Minister Diethelm now announces a final force of eighteen divisions, 300,000 men, to cover the occupation, while it is thought that the target for all forces, everywhere, may be about double that total. There will be 15,000 women in the permanent forces, a notion the General, no doubt, picked up in London.

THE FRENCH ARMY TAKE OVER PART OF THE BRITISH SECTOR IN BERLIN: General G. de Beauchesne, the French Commander, and Brigadier J. M. K. Spirling inspect French armour on the Wedding Platz at the handing-over parade. The French Army has taken over the Wedding and Reinickendorf districts in Berlin, formerly occupied by British troops. At a parade on the Wedding Platz, the Union Jack was lowered and the French Tricolor raised in front of the ruined Dankes Church, where many Berliners had assembled to watch the ceremony

THE FRENCH SETTLE A FRONTIER DISPUTE WITH ITALY: Officials of three countries met recently on the Franco-Italian border to discuss frontier rights with regard to the grazing of French cattle on the Monticenisien Plateau in Italy. M. Ernest Gravier (wearing beret), Mayor of the French town of Lauslebourg, is seen conferring with Mayor Giovanni Battista Borelio, third from left, of the Italian village of Susa. The two figures on either side of the group are American members of the Allied Military Government

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.



THIS PICTURE CONFIRMS THE STORIES OF THE TERRIFIC DAMAGE DONE IN TOKYO BY AMERICAN BOMBERS to what was once a residential district in the Japanese capital. Only large buildings of modern construction remain intact; the more flimsy houses and stores have completely vanished under the rain of incendiaries and high explosives

The *Nippon Times* is a Tokyo newspaper which is still printed in English. This is what it said recently about the Allied bombing attacks on the Jap capital: "The toll of 260,000 dead, 420,000 injured, and 9,200,000 homeless, plus the fact that 90,000 were killed and 180,000 wounded in the two atomic attacks, should shock even a world made callous by the unprecedented cruelty of the world war. The great earthquake of 1923 caused the world to shudder with horror, but in comparison with the present holocaust caused by the hands of men, nature's destructiveness seems a gentle triviality"

THE JAPANESE SURRENDER—II

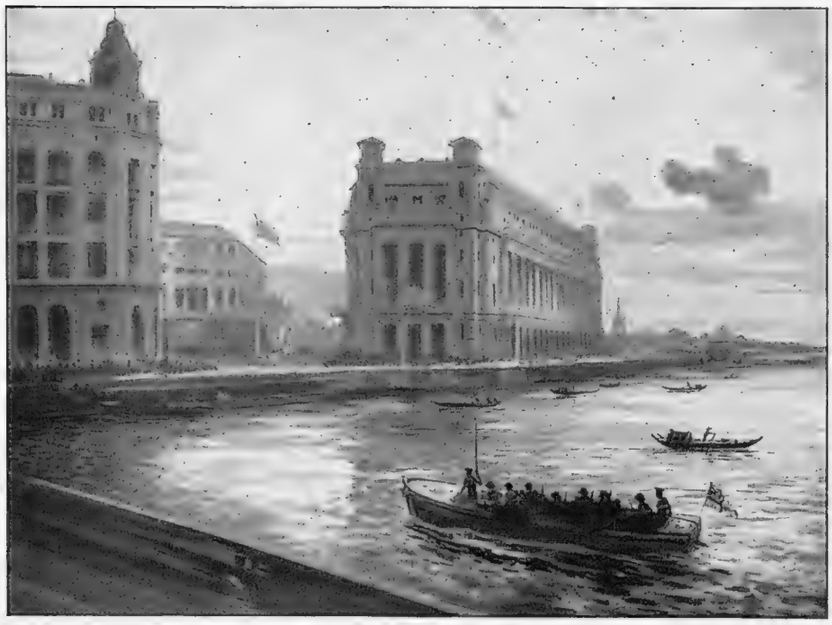
Scenes at Singapore and Hong Kong

—Special Sphere Drawings

AT SINGAPORE: DOCTORS AND MEDICAL STAFF ARE DROPPED BY PARACHUTE to tend the British prisoners of war on the island

— Drawing by Roland Davies

After the vilest treatment at the hands of the Japs during their four years of internment, relief was speedily brought to the British prisoners on the island of Singapore. Almost before the surrender formalities had been completed, plans had been put into execution for the dropping of medical relief teams by parachute. In the drawing by Mr. Roland Davies given above, the island, with its great aerodrome (on left) is seen below: from the Dakota aircraft medical officers and personnel are dropping in the vicinity of a P.O.W. camp



ON THE SINGAPORE WATERFRONT, crowds of Chinese line up to welcome the arrival of the occupying naval forces: The city is almost undamaged, its great modern buildings gleaming along the famous waterfront—*Drawing by W. G. Whitaker*

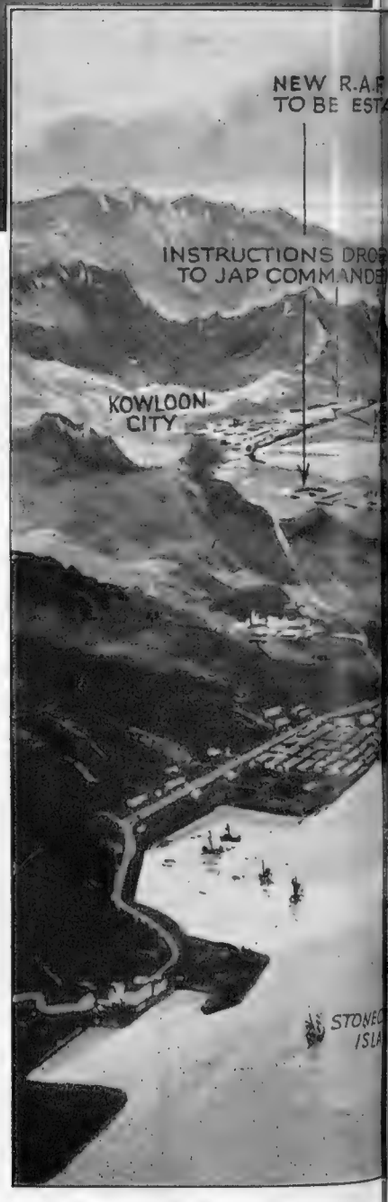
On right—

HONG KONG ONCE MORE IN BRITISH HANDS: The island facing Kowloon, showing the British fleet in the Strait whilst the Jap evacuation was in progress after the surrender

—Drawing by E. G. Lambert

At Hong Kong, the strong British naval force is under the command of Rear-Admiral Cecil Harcourt, in the aircraft-carrier *Indomitable*. As soon as our forces entered, a curfew was imposed at both Hong Kong and Kowloon, and control passed smoothly from the Japanese to the British. Hong Kong was captured by the Japs in December 1941, after a seven-day defence by 8,000 men which ended on Christmas Day. Kowloon and Hong Kong face each other across the Strait: the former is on the mainland and will serve as the R.A.F. base

On left—The town of Singapore appears "almost wholly undamaged. Water, electric light and other amenities are functioning," as Mr. Christopher Buckley wrote soon after the return of the British. A great welcome was given to our forces by the Chinese population; the Malays were not so effusive: many of them, in fact, are stated to have abetted the Japanese and to have betrayed the British



HE WHITE ENSIGN AT HONG KONG: THE "ANSON" AND "INDOMITABLE" ANCHOR OFF THE ISLAND, whilst the Jap army and naval units cross from Victoria to the Kowloon territory across the Strait. Three thousand of them left in this way—*Drawing by Wm. McDowell*

striking contrast with the huddle of native sampans—the design of which has remained tually unchanged for centuries—the most modern and powerful ships of the British avy now lie at anchor in the Strait between Hong Kong and Kowloon. *Anson* is one the King George V class, with ten 14-in. guns and sixteen 5·25-in. *Indomitable* is one the latest aircraft-carriers of 23,000 tons. In Hong Kong there were 3,000 Japanese civilians: these left by ferries, barges and small boats for Kowloon; the Jap army and naval units which had been occupying the island used high-powered boats for the same crossing Headquarters for the R.A.F. will be established on the mainland at Kowloon Bay: the *Empress of Australia* has taken out 3,000 R.A.F. personnel for that purpose

The WHOLESALE SURRENDERS Throughout the Eastern Hemisphere

THE GREAT MOMENT ON BOARD THE U.S.S. "MISSOURI": On behalf of the Japanese Imperial General Headquarters, General Yoshira Umaza signs the surrender document. Standing in front of him is Lieut.-General Richard K. Sutherland, Chief of Staff. General Douglas MacArthur, the Supreme Commander, stands by the microphone on the left

CHARTING TOKYO BAY for the entry of the Allied Fleet: A conference on board the cruiser *San Diego* as Rear-Admiral Oscar C. Badger checked the location of minefields and fortifications with a Japanese sailor (on left) and Lieut. Ishibashi (on right) before the Fleet sailed in

THE JAPS SURRENDER MARCUS ISLAND: Rear-Admiral M. Matsubura is seated in the centre As Commanding Officer on the island, he signed the surrender document on board the U.S.S. *Bagley* on August 31. The surrender was taken by Rear-Admiral S. M. Whiting, of the U.S. Navy

HOW THE JAP SURRENDER DELEGATION ARRIVED ON BOARD THE "MISSOURI": On the left is the Japanese Foreign Minister, Mamoru Shigemitsu; on his left is General Umaza, who signed the surrender. The delegates wore uniform, or—in the case of civilians—striped trousers and morning coats. Some of the silk hats appeared to be of a vintage variety

LISTENING TO THE SURRENDER TERMS FOR TRUK ISLAND: Three high-ranking Jap officers are here listening to the surrender terms for Truk prior to the ceremony aboard the American warship *Portland* on September 2. The American officers seated are—Captain Oliver Naguin, Acting Chief of Staff to the Commander of the Marianas; Vice-Admiral George D. Murray, Marianas Commander, reading the terms; Captain D. N. Cone, representing the Commander of the Marshall-Gilberts area; and Lieut. L. L. Thompson, Flag Secretary to the Marianas Commander. The Japanese are Vice-Admiral Chuichi Hara, Commander of the Japanese Fourth Fleet; Lieut.-General Shunzaburo Magikura, Commander of the 31st Imperial Japanese Army; and Rear-Admiral Aihara, representative of the "Japanese South Seas Civil Government"

THE CHINESE EXAMINE JAPANESE MAPS SHOWING THE LOCATION OF THE ENEMY'S TROOPS An Order of Battle, and maps showing the position of all Japanese troops in China, including securi and garrison units, was received by the Chinese Command at the Chihkiang airfield on August 2 during the preliminary surrender parley. Major-General Takeo Imai, the Japanese envoy (on t right), explained that "In Manchuria our troops are moving toward Central China and as a result the exact position of all our troops there is not known"

THE AMERICAN FLEET BEGINS ITS VIGIL OVER THE JAPANESE EMPIRE: With Mount Fujiyama, the "sacred" peak, in the background, units of the American Third Fleet ride at anchor in Sagami Bay on August 27, before passing on into Tokyo Bay. The British Navy was represented by the battleship "Duke of York," which is included among the vessels in this picture

THE "TIGER OF MALAYA" IS READY TO SURRENDER: General Tomoyuki Yamashita, who earned an unenviable reputation in Malaya before becoming Commander of all the Jap forces in the Philippines, sits at the Surrender Conference table at Baguio ready to sign the capitulation of all his men

AN AIR ARMADA TO PROTECT THE FLEET IN THE PACIFIC: More than 1,000 carrier-based planes of Admiral Halsey's Third Fleet staged a mighty aerial show on August 23, as the ships of the Fleet steamed off the shores of Japan awaiting the order to move into the enemy's ports. Only a small portion of the air armada is seen in this picture

TOKYO BAY—THE END OF A LONG AND PERILOUS JOURNEY: Silhouetted in the early morning light, an imposing array of warships of the U.S. Third Fleet and of the British Pacific Fleet ride at anchor on the morning of August 28 after they had entered the enemy's last stronghold. It was these vessels that brought about the downfall of Japan's once-powerful navy after nearly four years of bitter warfare

WHAT A PACIFIC TYPHOON LOOKS LIKE—junks and sampans are sucked ashore; the force of the wind and the weight of the rain sweep the palms clean of leaves and lift the roofs off the houses. Sometimes the house is carried clean away—*Drawing by Wm. McDowell*

TYPHOON WEATHER IN THE PACIFIC

The Terrific Tempests Which Rage off the Jap Coasts

—Two Special Sphere Drawings

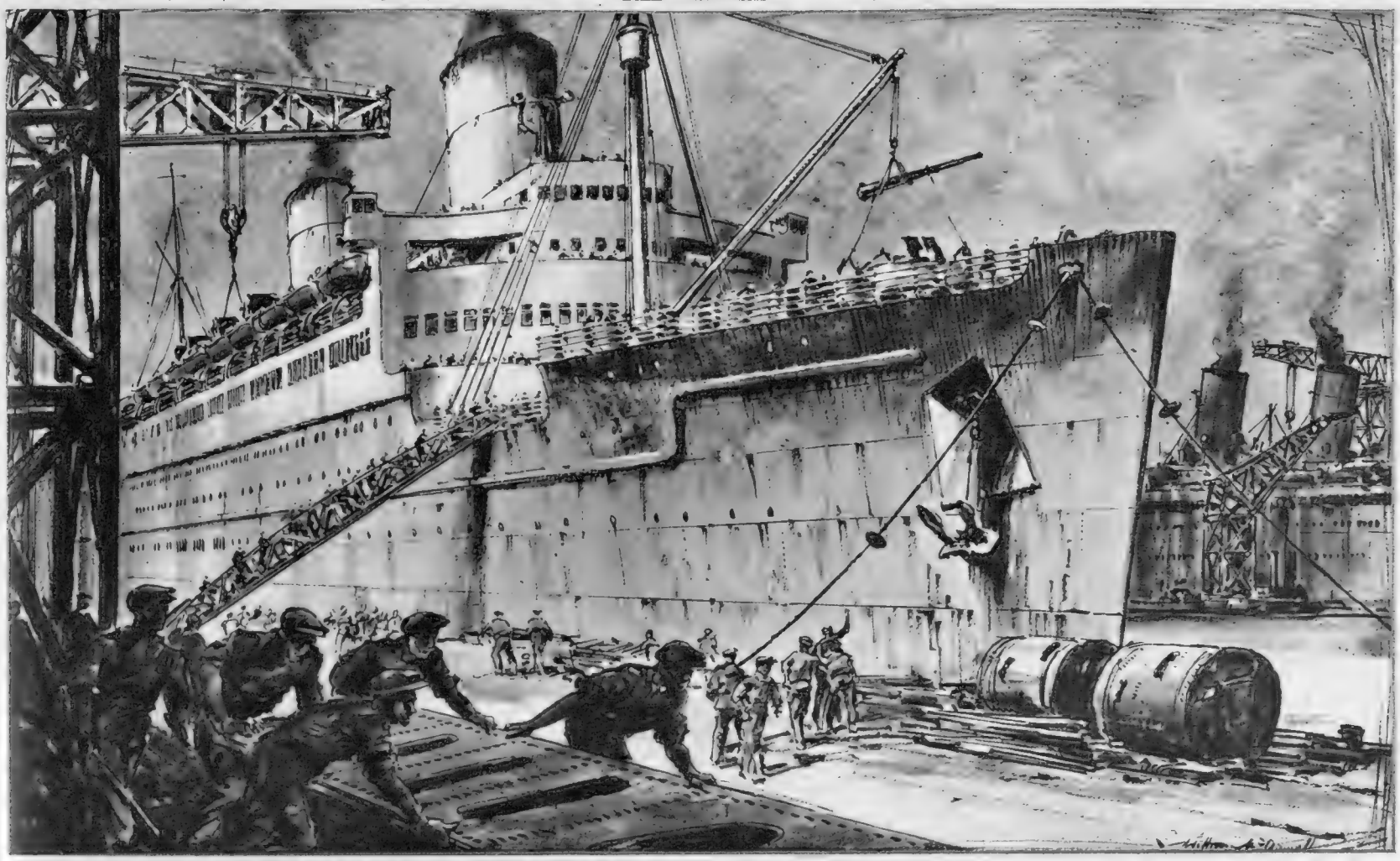
As the greatest fleet the world has ever seen was preparing to enter Tokyo Bay for the Japanese surrender, radio messages conveyed the news that a violent hurricane had hit the Japanese coast. It was not the first time that the weather had "made the headlines": earlier this year, another hurricane had wrought considerable damage among the vessels of the American Fleet.

The early geographer who named the Pacific Ocean evidently never saw it in the typhoon season, when waves up to 80 ft. high are encountered. The typhoon which struck the U.S. carrier *Hornet*, for instance, hit her with such force that the forward corners of the flight-deck folded down over the ship's side in the manner shown in Mr. Wm. McDowell's drawing below.

During a typhoon the waves assume a form quite unlike those of an ordinary gale. The most characteristic feature is the funnel-shaped cloud which hangs from the under-surface of the greater thunder-cloud above. This funnel is created around the axis of a violent ascending vortex of whirling winds. The water is sucked up vertically by the vortex and then falls back again like a monstrous shell spout. It must have been such a wave that hit the *Hornet* and caused such spectacular damage to her big flight-deck. (This vessel, incidentally, was intended to be named the *Kearsage*: after the original *Hornet* was sunk by U.S. forces after being irreparably damaged in the Battle of Santa Cruz, it was decided to perpetuate her name by renaming the *Kearsage*.)

With regard to the upper picture, in spite of its crazy appearance, the average Chinese junk is a sturdy vessel: when handled well, it will often ride out a typhoon in safety. Even when driven ashore, with its masts and matting sails torn clean away, it has been known to withstand the force of the heavy seas, and when the typhoon passes, it can be towed off repaired and sent about its business again.

WHEN A BIG SHIP IS HIT BY THE TERRIFIC GALE—the American aircraft-carrier "Hornet" suffers the destruction of her flight-deck as a great mass of water is sucked up from the ocean and then crashed down vertically on her comparatively light structure. The vessel had to be taken back to the United States for repair after her terrifying encounter with the elements—*Drawing by Wm. McDowell*



BACK TO THE SEA-LANES OF PEACETIME: A British liner, which has been serving throughout the war as an Armed Merchant Cruiser, is refitted for her former duties on the world's trade routes—*Drawing by Wm. McDowell*

THE BIG LINERS COME BACK

And a "Little Ship" Braves the Wide Atlantic

Among the many merchant ships which have been doing wartime jobs are the armed merchant cruisers. These will probably be the first to return to their normal peacetime business of cargo and passenger-carrying. To reconvert these after six years of war is no light task. To remove the guns and gun positions is comparatively easy, but this is not all. Much internal structural work has to be done. Magazines and mess-decks must become cabins and holds. The extra stiffening required for war conditions must give way to space for cargo. Most important, the engines and boilers require a thorough overhaul, and probably many new parts installed. Finally, the vessel has to be surveyed. All this means weeks of work

THE "AQUITANIA" LEAVES HER BRITISH HOME PORT FOR THE FIRST TIME IN SIX YEARS: She is carrying 8,000 returning American soldiers to the United States. The veteran British liner *Aquitania* has just left Southampton, carrying 8,000 returning American troops. It was the first time the great ship had left its British home port for six years

A LINER TRAVELS 520,000 MILES—and still has to make her maiden voyage! The R.M.S. *Andes* arrived at Southampton a few days ago from Australia. She was completed in September 1939 and was ready for her trials and maiden voyage when war was declared. She was requisitioned, and has since travelled 520,000 miles as a troop-carrier. She has, therefore, still to make her maiden voyage

SIXTEEN ESTONIANS BRAVE THE PERILS OF THE ATLANTIC IN A YACHT 33 FT. LONG: They are making the passage from Sweden to the United States. Sixteen Estonians, including several women and children, are braving the hazards of the Atlantic in a 33-ft.-long yacht—the *Erma*—on their way to America, where they hope to settle. Hounded from their native country by the Nazis, these Estonian families lived for a time in Sweden, where they bought the *Erma*, and made it seaworthy. Having left Sweden a few days ago, the *Erma* passed through the Caledonian Canal, in Scotland, and is now making its way across the Atlantic. Among the five women on board, two are grandmothers. Here the small yacht is seen in Caledonian Canal on the first stage of its journey

NEWS PICTURES FROM ABROAD

— From the European Continent and from the United States

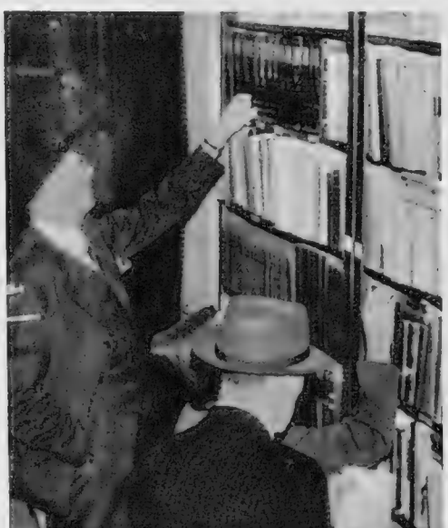
RUSSO-SWISS TALKS CONCERNING THE RUSSIAN INTERNEES IN SWITZERLAND: Major-General Wichorew (on right) and Lieutenant Novikov talking to some of the men in a displaced persons' camp. A few days ago a Soviet Military delegation of twenty members arrived in Berne in order to visit the Russian internees' camps in Switzerland, and to settle the matter of repatriation of the 10,000 men now confined in that country. The delegation is headed by Major-General Alexander Ivanovitch Wichorew: its members began their work by examining camp conditions and by questioning the inmates about the treatment they have been receiving

THE RUSSIAN MILITARY DELEGATION IN BERNE: Two of the members—a Captain and a Lieutenant—looking at Swiss newspapers and reviews in their hotel

AMERICAN SOLDIERS ON FURLOUGH IN SWITZERLAND: The first contingent of American soldiers permitted to enter Switzerland on leave recently arrived in that picturesque country to spend an eight-day vacation in the one tiny land in Eurcpe that remained an island of peace for the six years of the European conflict. What would a touring American do without a camera? Two smiling Swiss maids are here posing with one of the guests, while another takes snapshots with a mountain-peak for a background

THE FIRST PICTURE FROM BUDAPEST SINCE THE LIFTING OF THE "BAN" BY THE RUSSIANS: A view of the British-built suspension bridge wrecked in the fighting for the Hungarian capital. The "Iron Curtain" is up. No longer are the countries in the Russian occupation zone a forbidden area, guarded against the intrusion of British and American journalists and cameramen. Here an American photographer is taking one of his pictures. The scene is one of destruction—the famous Budapest Suspension Bridge, built by an English engineer, Adam Clark. It was destroyed during the fighting for the city. In the background may be seen the shell of the Royal Palace

"JEEPS FOR CIVILIANS"—on sale to the general public in America: The civilian jeep has made its debut on the streets of New York. The cushions are leather-covered and the car has a movable canvas hood. The manufacturers are Willys-Overland: they claim that the new car combines the basic functions of a tractor, light truck, mobile power unit and passenger conveyance all in one

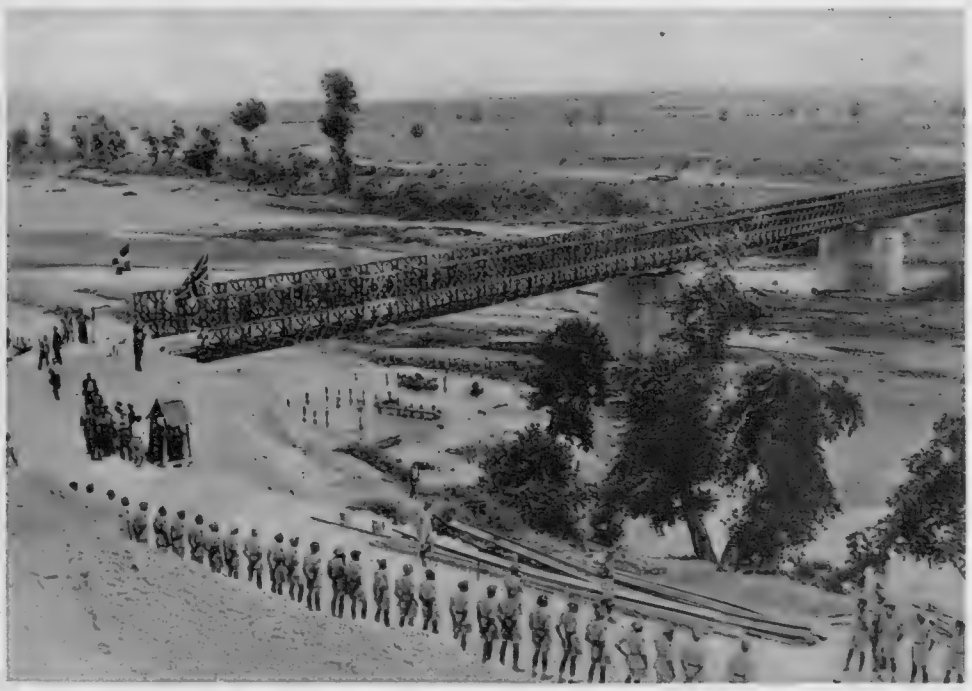


THE SECRETS OF THE GERMAN EMBASSY IN EIRE ARE REVEALED during the course of an auction in Belfast: The secrets of one of Germany's key spy centres—their Legation in Dublin—have been revealed during the course of the auction held in Belfast a few days ago. After Germany's defeat, the United Nations closed down the Legation and have now sold its contents. The picture on the left shows part of the library. It was disposed of in Belfast because prices are higher there than in Dublin. The library contains plenty of Nazi philosophy. On the right, Captain J. D. Nicholl, the auctioneer, is seen trying out the powerful radio set put up for sale. On this, the German envoy, Dr. Hempel, could receive all German stations

A STRANGE APPARITION IN THE STREETS OF BERLIN: The German soldier who returned from captivity in Russia. This peculiarly-garbed character is a German soldier who has just returned to Berlin. He was wounded in Cracow and had been in hospital at a place near Breslau: finally he was told to make his way home to Berlin. He still has a bullet in one of his lungs and a shell-splinter in his foot. On his arrival in Berlin he found it a city of destruction, with food queues everywhere. Having lost all his family, he is alone and without a home: he cannot even get a food card. Here he is seen passing a food queue. Germans stare at the queer figure as he wanders aimlessly through the streets

JEWS HOLD THEIR FIRST SERVICE IN BERLIN SINCE THE YEAR 1938—a general view in the Synagogue, showing Dr. Riesenburger, Chief Rabbi of Berlin, delivering his address: For the first time since 1938, the sound of the Shofar (or Ram's horn) was heard in Berlin, when the Jewish New Year Service was held in the Synagogue which was burnt by the Nazis before the war, but which has recently been reconstructed. The Torah (or sacred Scroll) was unveiled and read. There were women, American soldiers, German-Jewish police in uniform, Russians and children at the ceremony. The choir was made up of men over forty-five, because there are now no young singers among the surviving Jews. The Scroll had been placed in a waterproof safe to save it from the Nazis and buried in ground which had been flooded. It was only by this means that it had been preserved

IN GREECE, THE CORINTH CANAL IS NOW SPANNED BY A BAILEY BRIDGE: Formerly it was crossed by a fine road bridge on the upper level. U.N.R.R.A. in Greece are working against great difficulties to get supplies, clothing, medical equipment, etc., to the country areas of Greece. The roads everywhere are in an appalling condition—on the best, 20 miles an hour is considered a good average. In many places, whole sections of the roads have been blown up by the Germans, and shortage of building materials is slowing up supplies. Greece's meagre railway system has been destroyed, and the vital Corinth Canal was blocked at both ends by the Germans and may not be reopened again to shipping for years



ONE OF THE NEW BAILEY BRIDGES PUT UP IN GREECE to speed supplies to the starving countryside: Named the "Red Eagle Bridge" in honour of the Fourth Indian Division, the longest Bailey span in Greece was opened recently by M. Baltas, Governor of Central Macedonia. The bridge spans the Aliakon River on the main Salonika-Athens road, and will greatly facilitate the transport of needed foodstuffs and supplies throughout the stricken country. It was constructed by sappers and miners of the Fourth Indian Division

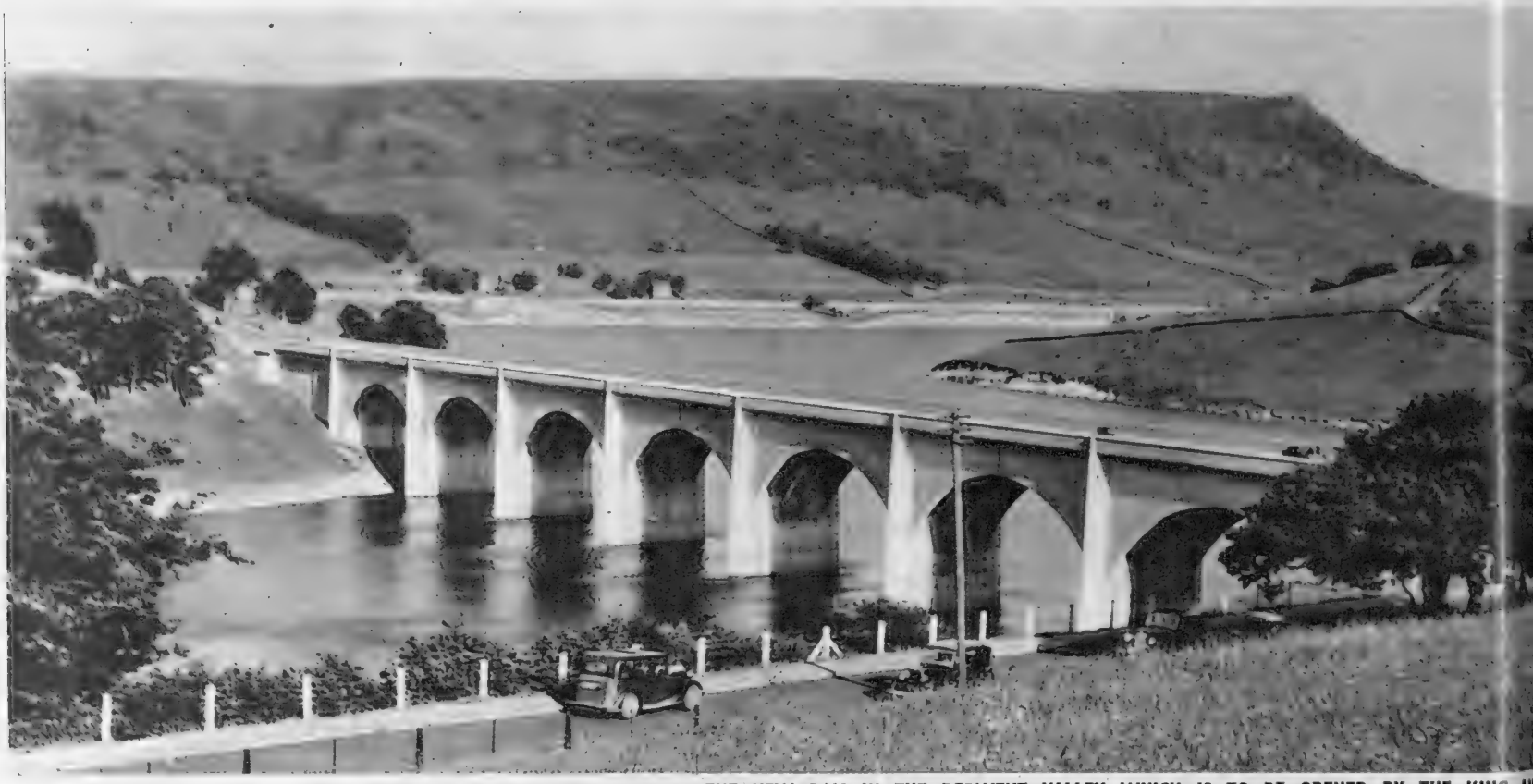
OUT OF WORK IN AMERICA: Huge crowds of war workers, thrown out of employment by the cancellation of military contracts after the sudden ending of the war in the Pacific, are here thronging the offices of the United States Employment Service in Boston, in search of other work or unemployment compensation

A POST-WAR PROBLEM IN DETROIT: Some of the 200,000 displaced by the change-over from war- to peace-time production wait in the street for admittance to the War Man-Power Commission office, where they will be interviewed and inducted into new employment

ON ROYAL DEESIDE—HARVESTING IN THE HIGHLANDS: Harvesting has now been in progress in Scotland in earnest for some little time past. The crops are reported to be good, although heavy rainstorms have beaten down the grain in some districts. Oats provide the main crop in the Highlands: this picture, showing the cutting of the oats, was taken on Deeside looking towards Braemar, where the King and Queen have been in residence this autumn

From the RURAL HEART of BRITAIN

Peaceful Scenes from the Countryside in the Harvest Month of September



THE NEW DAM IN THE DERWENT VALLEY WHICH IS TO BE OPENED BY THE KING AND QUEEN ON SEPTEMBER 25: It is to supply water to Nottingham, Leicester and Derby

THE SOMERSET CRAFT OF WICKERWORK: The baskets are complete, even to the fancy work on the side. In the expectation that there will soon be something to put in them, the basket trade is getting busy down Somerset way. In the picture seen on the right, workers are readying lengths of withies for the steam boiler in the background; from these sheaves will come wicker chairs, baskets, and the hundred-and-one bits of wickerwork we have been missing while the men were employed on war work

A NEW VIEW OF BALMORAL, THE ROYAL RESIDENCE IN THE HIGHLANDS, WHERE THE KING AND QUEEN AND THE TWO PRINCESSES HAVE BEEN ON HOLIDAY: The view was taken from the hills on the opposite side of the River Dee, and shows the mists sweeping over the mountain summits

As on all estates on Deeside, much timber has been felled around the Castle during the war: the tract lying behind Balmoral has, in fact, been denuded of trees. The mountain enveloped in cloud in the background is Lochnagar; on the right, looking towards the town of Braemar, is a glimpse of the Dee. Balmoral was bought by the Prince Consort in 1848 and rebuilt in 1853. With its adjacent deer forests, the estate is more than 25,000 acres in extent

THE UNIQUE FENLAND BRIDGE AT CROWLAND, which no longer spans a stream: Those motorists who have already gone back to the roads have been rediscovering the beauty and interest of out-of-the-way English villages. Here is a unique bridge in the centre of the village of Crowland, in the Fen country. There is no water anywhere near; yet at one time there must have been a stream running right down the centre of what is now the village street

NEARING COMPLETION—THE LADY BOWERS DAM, which has created the largest artificial inland lake in Britain. Work has been in progress at this spot for some ten years. It will begin to function in a few days' time

The Lady Bowers Dam is the third and largest of the reservoirs created within recent years by the Derwent Valley Water Board. It is now ready, and will be opened on September 25 by the King and Queen. The work was started some ten years ago, and the largest artificial inland lake in Britain, covering 40,000 acres, is now nearly completed. At the ceremony on September 25, by means of one control switch, Their Majesties will open valves to send the water to Nottingham, Leicester and Derby. In the larger picture on the left is a view of the new road across the Dam, approaching a special stone-built stand in the centre of the walk, where the King and Queen will stand

***On right*—Baths, pots and pans, crockery, brushes—they 're all to be found in and around the best-known shop in four counties. "'Old Crutch' is here, Mum," has been shouted by youngsters in Dorset, Wiltshire, Somerset and Hampshire for nearly a hundred years, and "Old Crutch"—Mr. A. Crutcher, of Wimborne, Dorset—has been on the road with his wares since 1895, travelling 300 miles a week in his father's wheel-tracks. Horses have been replaced by horse-power, and the travelling bazaar is more popular with the housewives than ever before**

"OLD CRUTCH," A FAMILIAR FIGURE IN THE HAMPSHIRE COUNTRYSIDE, visits the housewives of Nether Wallop with his travelling bazaar: It contains almost everything a woman can need!

The FASTEST JET-PLANE in the WORLD

Two Views of the New De Havilland "Vampire"

The new "Vampire," of which two pictures just released by the Air Ministry are given here, is believed to be the fastest jet-propelled plane in production in the world to-day; it was the first in Great Britain or America to exceed by a handsome margin 500 m.p.h. in level flight, which it did in the spring of 1944.

The aircraft is of all-metal construction except the cockpit, which is of all-wood carapace construction. A pressurised cockpit has been designed for very high flying. The prototype first flew on September 20, 1943, at Hatfield. Mr. Geoffrey de Havilland was the pilot, and he has been responsible with Mr. Geoffrey Pike for the development testing.

The "Vampire" has an operational ceiling between 45,000 and 50,000 ft., and a really useful interceptor endurance.

The Goblin engine with which it is powered was the first jet-turbine aero engine to complete the official type-approval test—which it did in January 1945. It is the most powerful jet engine in full production in Great Britain up to the present time.

The GOLF MEETING at RICHMOND

With Which Illustrated Newspapers Revived a Pre-War Sporting Event

Illustrated Newspapers, Ltd., held their Invitation Golf Meeting last week at the Royal Mid-Surrey Golf Club, the first since the outbreak of war. The revival of this annual sporting event appeared to be appreciated by a large number of guests.

The principal Competition, a medal round for THE SPHERE Challenge Cup, was won by Mr. Percy Vickery, with a net score of 74; the runner-up was Mr. J. Grant, with a net score of 75, who received the second prize. General E. N. Tandy tied with Mr. R. S. Freeman, with a score of 38 net for nine secret holes.

In the afternoon, four-ball bogey foursomes were played. Mr. E. M. I. Buxton and Flying Officer M. A. Davids won with 4 up.

In the evening, Lord Southwood, Chairman of Illustrated Newspapers, presented the prizes and referred to the pre-war meetings which were held from 1926 up to the outbreak of war; he expressed the hope that he would meet the visitors again next year.

A GROUP OF THE PLAYERS AT THE INVITATION GOLF MEETING HELD BY ILLUSTRATED NEWSPAPERS at the Royal Mid-Surrey Golf Club at Richmond

FOUR OF THE WELL-KNOWN PERSONALITIES WHO TOOK PART—Mr. Percy Vickery, Mr. H. Oughton, Mr. R. S. Freeman and Mr. P. H. Thomson

MR. P. VICKERY, winner of the Challenge Cup, driving from the eighteenth tee

LORD SOUTHWOOD PRESENTS THE PRIZES. The Challenge Cup was won by Mr. Percy Vickery, with a net score of 74. Second prize was won by Mr. J. Grant, with a score of 75. The winner is here seen receiving the Cup from the hands of Lord Southwood, Chairman of Illustrated Newspapers (in centre). On the left is Mr. W. C. Nisbett, General Manager

THE CHARLES DICKENS HOUSE IN DEVONSHIRE TERRACE, MARYLEBONE, which is intimately connected with the life of the great novelist and which is now in danger of being demolished—*Drawing by Percy Home*

A house intimately connected with Charles Dickens is in danger of being demolished to make way for a post-war building scheme. If this should come about, it would be regrettable from several points of view. No. 1, Devonshire Terrace was the home of Charles Dickens for ten years—from 1839-1849—a period of his early manhood, when his fame as a novelist was growing year by year. Some of the most famous of his novels were written here. No. 1 is, moreover, a fine-looking house of its period, with a couple of noble bay-window features looking northwards on to a large walled garden, part of which faces the Marylebone Road. The house and garden are very distinctly "Dickensian" in aspect and together they form a surviving record of a period now passed away. One of the rooms in the house contains the actual pillared alcove which Dickens used as a stage for the amateur theatricals which were to capture so much of his interest in the days to come. The wide staircases which he used are still there. The northern side of the house is, however, not exactly as the novelist knew it. A member of a firm of solicitors who occupied the house in later years, wishing to enlarge the upper part, *inserted a whole floor* on the northern side, raising the height of the house by two big bays; but, being a devoted Dickensian, he left the main aspect of the house, with its high mansard roof, unaltered. It was at No. 1, Devonshire Terrace that Dickens wrote such famous stories as *Dombey and Son*, *A Christmas Carol*, *Martin Chuzzlewit* and *David Copperfield*. He was but twenty-seven years old when he took up life at this house.

THREE PLACES of HISTORIC INTEREST
In London, Eire and Paris

"WHERE THE MOUNTAINS OF MOURNE SWEEP DOWN TO THE SEA": Everyone knows the famous Irish song! This is the little harbour of Annalong, in County Down; behind are the "Mountains of Mourne," with Slieve Binglan and Slieve Donard, the two principal peaks, covered in the mist. The little ships in the harbour, where the "mountains sweep down to the sea," are now lying idle—and there is but little life throughout the whole of the tiny port

IN PARIS—THE HOUSE IN THE BOULEVARD SUCHET where the Duke and Duchess of Windsor are to stay: On their return from America, the Duke and Duchess are to take up occupation of this house—No. 24, Boulevard Suchet. It is reported to be full of new furniture, purchased in 1940, before the fall of France and the Duke's appintment to the Bahamas. The house has not been redecorated, but the bedrooms have been "touched up"

The World of Books—By Vernon Fane

KIPLING AND HIS CRITICS

From Bombay to Burwash; Ensa in the Italian Mountains; Vera Brittain and Psychiatry; Education in Our Day

IT is now nearly ten years since Rudyard Kipling died. If Mr. Hilton Brown's "new appreciation"—**RUDYARD KIPLING** (Hamish Hamilton. 10s. 6d.)—had been published then it might have created a literary sensation. It might even have been splashed in the popular Press under such a headline as "The Riddle of Rudyard Kipling."

Most people are aware that in his early twenties Kipling enjoyed an almost unparalleled popularity, and that this was followed up by a critical fusilade from the "yellow book" coterie which was supported by Henry James, Shaw, Le Gallienne, and summed up in that well-known couplet by J. K. Stephen:

"When the Rudyards cease from Kipling,
And the Haggards ride no more."

P. G. WODEHOUSE IN PARIS—the English novelist about whom controversy has raged during, and since, the war: This exclusive photograph is one of the first to be taken of P. G. Wodehouse for five years. He is now living at No. 78, Avenue Paul Doumer, in Paris. The English creator of Jeeves (and some unfortunate broadcasts from Berlin) is stated to be well and working hard: he finished a Jeeves story while in German hands called *Joy in the Morning*, and is at present working on a volume recounting his experiences while in the hands of the Germans. The Wodehouse home is a furnished flat which costs 16,000 francs a month. They have a small maid and a small Peke. Wodehouse works in the mornings and does his share in the queueing for food; he "hopes to visit London soon for a short holiday"

In spite of all that, his popularity persisted, but in middle-age and in his later life he was still treated with that kind of wary contempt which the high priests of criticism reserve for such a phenomenon. As Mr. Frank Swinnerton says in a foreword: "Until Mr. T. S. Eliot caused consternation among the genteel by analysing his virtues as a poet, he was safely dismissed by them as a sort of literary bounder who was somehow responsible for the Boer War."

Yet I doubt if the millions of his devotees in the English-speaking world who were responsible for the consolidation of his popularity—and, incidentally, of his fortune—realise how profound has been Kipling's influence upon their literature and, indeed, upon their common speech. On this evidence alone, the critics stand confounded. And if East is East and West is West, who now remembers J. K. Stephen?

Who, for that matter, is Mr. Hilton Brown, whose equipment for the iconoclastic essay under review appears to be that he "has first-hand knowledge of India and a remarkable literary gift"? That Kipling was not all India, and that it can be accepted that the India he knew and wrote about bore little relation to political realities, is something which the author need not have trafficked to discover. The traditional schoolboy could have told him. Nor did Kipling run away from Vermont merely because he had a row with his brother-in-law; nor did he forsake Rottingdean solely because of the intruding tripper and retire to the heart of Sussex in order the better to play the hedgehog. We suspect that we are being led up the garden-path of Batemans in order to be introduced to this hedgehog. Few men of his generation enjoyed as many warm friendships. Nor does the hedgehog theory gain anything from the repetition of a story of Edmund Wilson's taken second-hand from Arnold Bennett that aboard a liner he "first picked the brains of the ship's officers for his own purposes and then, at the end of the voyage, reported them for flirting with the lady passengers."

Notoriously, Arnold Bennett had a malicious tongue, but it would absolutely be in character that this superlative journalist should have picked the brains of any specialist who happened to be around. What is not in character was the reporting business. If it was done at all, it was done by Mrs. Kipling, as anyone with even a brief knowledge of the two of them would have agreed.

Then again Mr. Brown expends much ink to examine the critical aunt sally that Kipling did not understand women, and that his women characters are not as successful as his men. This is a peg to hang such stories as "Here is a man whose activities are essentially male"; "He was full of feminine intuition and insight; he understood—and practised in his stories—all sorts of little feminine cruelties"; "When Kipling's men are decried as unreal, they are being libelled"—all of which we suspect is a preamble to the epigram: "One is left thinking 'Perhaps women were one of the things he *did* see through keyholes.'" One wonders whether the point is really worth scoring. Perhaps Mrs. Hauksbee would have an answer.

Nevertheless, the appearance of this curiously-named "appreciation" may serve to remind a younger generation of some riches lying in the storehouse of English literature.

Because of her position as a novelist of standing, Miss Vera Brittain's work must be taken seriously—and, indeed, that is the only conceivable way to take her new novel, unless it were glumly. **ACCOUNT RENDERED** (Macmillan. 9s. 6d.) is the story of a man of artistic temperament who, as a result of shell-shock suffered in the 1914-18 war, has temporary black-outs during which he does things of which he has no subsequent memory. After one such lapse he is found half-drowned in a river. His wife's body is recovered later, and he is tried for murder.

The action of the story takes place during and between the two wars, and is at first entirely darkened by the effects of the first one, and later overshadowed by the menace of the second one. The theme in the main seems to be a plea for better understanding and scientific treatment of those cases where violent, even criminal, actions may be performed as a result of earlier shock.

The object of the book is evidently to draw public attention to the type of tragedy that we may expect to see after the grievous physical and mental strain of war—a strain too often rigidly controlled, driven down and all the more deeply endured. As propaganda for the best, and in many cases the newest, psychiatric methods, this is very good, though I think that this war's experience has proved that propaganda itself is all the more effective for a large percentage of entertainment value. But as a novel it hardly exists.

I feel strongly that although causes can be battled for triumphantly through the medium of the novel—*Uncle Tom's Cabin* must remain the classic example of that—the successful prosecution of the fight must rest to a very great degree on the value of the novel *as* a novel; whether it tells a good story, whether you care what happens to its characters, whether it makes you forget the passage of time. None of these things, I submit, does Miss Brittain's book do.

Miss Naomi Jacob's book of reminiscences might have been timed, though obviously it was not, as an answer to some of Ensa's most extreme critics. **ME AND THE MEDITERRANEAN** (Hutchinson. 15s.) is a long and cheerfully slapdash volume of the author's memories of her wartime work in Sicily, North Africa and Italy: Ensa welfare work, at which she put in some gruelling months in excessively hard conditions.

However, it would take more than air raids, day-and-night journeys over icy mountains in open Army lorries and an unbroken succession of canteen meals to defeat Miss Jacob, who seems to bring more sheer Yorkshire gusto to the business of living than any other four novelists put together. And that goes for some of the Yorkshire novelists too.

Her present book, though, is fact rather than fiction; that is, hard fact with innumerable digressions of the kind that make really good letters from abroad so valuable. It is a formless book, and can only be said in the very widest sense to begin at the beginning and go on to the end. It is a maze of broken paragraphs, quotation marks, anecdotes, dots and dashes. It is also filled with good humour, good sense and a warm friendliness.

Miss Jacob is one of those travellers whose inquiring minds outstrip Baedeker; she has her own theories and makes her own discoveries. I particularly liked her view that the smaller and lesser-known Roman theatre at Taormina was one of those "Little Theatres" of its day where, no doubt, "non-commercially-minded playgoers went to see plays 'which ought to be done'; the kind of plays which are produced on Sunday nights, played for a week and then vanish into complete obscurity."

Some of the Sicilian and Italian wonders were a little less permanent in character. There was, for instance, the case of the beer-drinking dog in the sergeants' mess. But every now and again Miss Jacob slips into theatrical reminiscence, and that is when she is at her very richest and best.

EDUCATION TODAY AND TOMORROW (Joseph 8s. 6d.) is a collection of twelve lectures which were delivered a year or two ago before the Royal Society of Arts, on different aspects of this question, from public schools to nursery schools, and from school broadcasting to Army education.

A SECRET OF THE B.B.C.—how Raymond Glendenning rehearses for a sports broadcast: Before he gives a commentary on a horse-race, Glendenning rehearses with a pack of cards on which the owners' colours have been painted. These are shuffled and then he deals them out at speed, at the same time calling out the names of the horses by the various colours. By familiarising himself with the runners in this way, he can pick out the horses during the race in a split second

It is a brief but important book which belongs insistently to the present day. As Mr. Moore, headmaster of Harrow, writes in his preface: "At a time when . . . educational values are liable to be confounded with political, it ill becomes the educator to sit down like the rustic in *Horace* and wait for the river to flow by or to hold his peace for fear of being called wise or unwise after the event."

CONDITIONS OF SALE AND SUPPLY.

This periodical is sold subject to the following conditions:

That it shall not, without the written consent of the publishers first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1/6, and

That it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade; or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

The SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP

GOOD CITIZENSHIP. The future of this beloved land depends so much on this. The aim of The Shaftesbury Homes and *Arethusa* Training Ship is to train boys and girls to be good citizens. Please help us in this vital work. All gifts to 164, Shaftesbury Avenue, W.C.2.

Ours is the Future

FROM TIME TO TIME, in the course of a nation's history, it is given to a few brief generations of men to determine the fate of their civilization. On their judgment and action depends the future of society for centuries to come. They set the course—to the nobility of high endeavour or back on the road to barbarism from whence they sprung.

Today, an immense responsibility is ours. We are the custodians of the future. We are at the birth of a new age. But what will we bring forth—an age that will fulfil the high aspirations of mankind, or another era of strife in which the forces of evil may yet triumph ?

The answer may well depend on the efforts of each one of us during the next decade, for unless we all—individually as well as collectively—contribute something towards the solution of the major problems of our times, there can be little hope for our civilization.

Now, what are these problems that must be solved before man can live as man should, and how can we, as individuals, help to solve them ?

There is the problem of ensuring freedom from want . . . of finding continued employment for millions. There is the problem of discharging the nation's debt . . . of maintaining the stability of our currency. There is the problem of fulfilling our pledges to those who look to us for succour—without endangering the interests of those who come after us. These are the problems. How can we, as individual members of our nation, help to solve them ? The answer is manifold.

We can help by continuing to set an example to the world for courage, common sense and fundamental decency in peace, just as we did in war.

We can help by thinking clearly and realistically, and by acting upon the decisions born of that clear and realistic thinking, in a calm, unprovocative manner.

We can help by continued saving until the dangers of inflation are past.

We can help by remembering that those who do not agree with us are not necessarily against us—that *our* beliefs and *our* ideas are not the only beliefs and ideas that are right, though they may be best for us.

We can help by being as jealous for the honour and integrity of our beliefs as we are for the honour and integrity of our country.

Finally, and perhaps this is the most important point of all to be remembered, we can help by applying to all considerations of a national character, that self-same pride and loving interest we take in ensuring the continued welfare of our own families.

The age-long history of our islands is one of danger and difficulty boldly faced. In our hour of need, we have always found the answers to our difficulties deep in our hearts. It is there that we must look for the answers today—for ours is the future and the future is in our hearts.

Percy
CHAIRMAN

BY APPOINTMENT MOTOR VEHICLE MANUFACTURERS
FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX

Why are these Islands so famous?

They are the home of
HARRIS TWEED

For generations the making of Harris Tweed has been the pride and chief industry of the men and women of these Islands.

The matchless texture of Harris Tweed (of virgin Scottish wool), its great durability, its variety of design and colour, continue to find increasing fame and favour wherever quality is recognised and "character" appreciated.

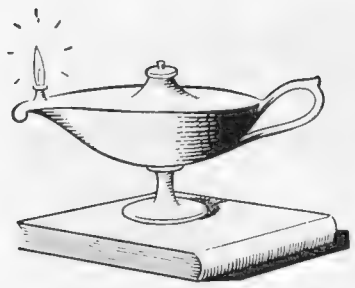
See the mark on the cloth; see the label on the garment; *then you know it is Harris Tweed*

Issued by THE HARRIS TWEED ASSOCIATION LTD.

WM. SANDERSON & SON, LTD., LEITH

This good cigarette in green packets

CARRERAS · 150 YEARS REPUTATION FOR QUALITY



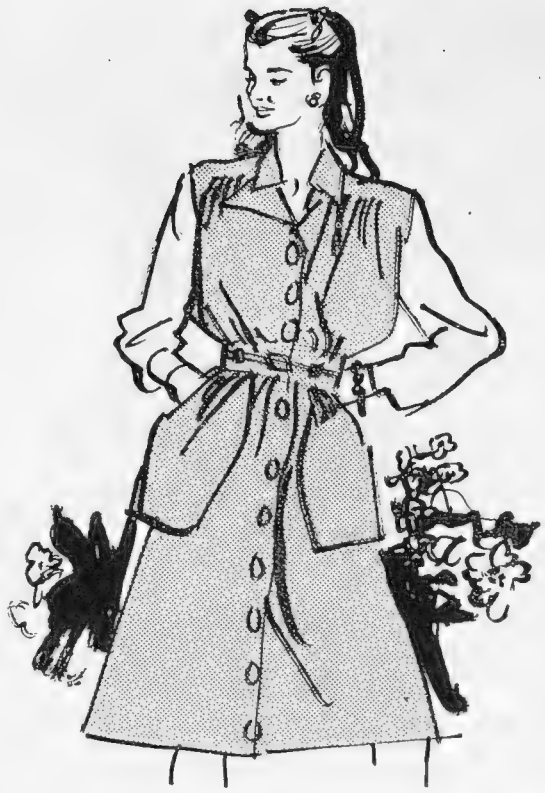
"In the present state of medical knowledge..."

The doctors of the Golden Age were the sun and the good fresh air, and man's leisure to enjoy them. As life became more complex it imposed an increasing strain on human nerves —a strain which has perhaps reached its climax in the last few years. That is why even the strongest nervous system to-day must be kept adequately supplied with organic phosphorus and protein—those two essentials which spell nerve health and vitality. In 'Sanatogen' Nerve Tonic organic phosphorus and protein are chemically combined, in the form most easily absorbed by the system. If you are feeling tired or run-down ask your chemist if he has a tin of 'Sanatogen'.

'SANATOGEN'
Regd. Trade Mark
NERVE TONIC

In one size only for the time being 6/6d. (including Purchase Tax)

A 'Genatosan' Product.



A Jaeger Pinafore Dress, with tailored top and full skirt with deep box pockets - one of the features, in limited quantity only, of the new Autumn collection available now. Jaeger unmistakably.

JAEGER

JAEGER HOUSE, 204 REGENT ST., LONDON, W.1, OR GO TO YOUR NEAREST JAEGER

TRADE MARK

CHAPLINS Concord PORT

15/6
PER BOTTLE

Supplies to the public through the Retail Trade ONLY

W. H. CHAPLIN & CO. LTD.
ESTD. 1867

Best by every Test

Vegetable oil is unequalled for preventing and eliminating dryness of the scalp. Nufix base is made with vegetable oil. Nufix is unsurpassed for maintaining the hair and scalp in a healthy condition.

NUFIX
Dressing for the Hair
WALDEN & CO. (NUFIX) LTD., LONDON, N.W.1

Gargle daily with

LISTERINE ANTISEPTIC

for mouth and throat hygiene

SAFE & CERTAIN

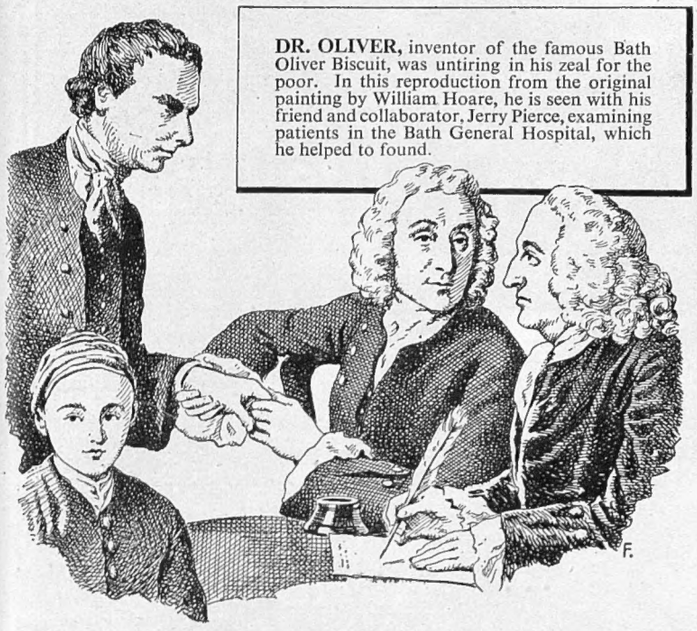
FROM THE COLLECTION . .
of
Debenham & Freebody
Langham 4444 WIGMORE STREET, LONDON W.1. *(Debenhams Ltd.)*

Sparklets
REGD. TRADE MARK)

NATIONAL SERVICE

Millions of Sparklets Bulbs are still needed for the Services —for use in aircraft, tanks and life belts, as well as for medical and dental apparatus and insecticide sprayers. That is why supplies of Sparklets Bulbs for use with Sparklets Syphons are at present so curtailed.

HYGIENIC—CONVENIENT—ECONOMICAL



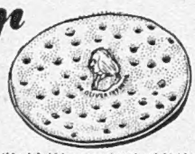
DR. OLIVER, inventor of the famous Bath Oliver Biscuit, was untiring in his zeal for the poor. In this reproduction from the original painting by William Hoare, he is seen with his friend and collaborator, Jerry Pierce, examining patients in the Bath General Hospital, which he helped to found.

In the brilliant and fashionable assemblies of Eighteenth-Century Bath, these celebrated biscuits enjoyed a reputation which has since developed into a national demand. Enjoyment of their crisp quality is restricted today due to zoning. But Bath Olivers will be readily available again when materials make it possible

Fortts ORIGINAL

Bath Oliver

BISCUITS



A winter in Holland, now I'm in the heat of India—what a change! Am I glad of my **'Viyella' Service Shirts** *—they really are cool when it's hot and warm when it's not*

'Viyella' Regd.

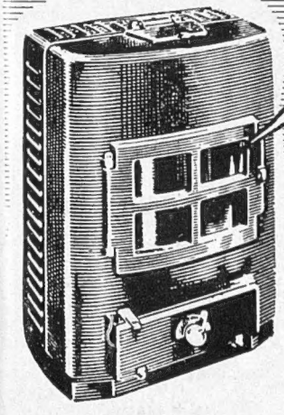
VIYELLA HOUSE DAY & NIGHT WEAR NOTTINGHAM

REGISTERED TRADE MARK

M.S. 11

THE GREATEST ECONOMY WITH CONTINUOUS COMFORT

I AM A FUEL SAVER



No. 22 BJ ESSE, closed-fire type

PATENT **ESSE** STOVES

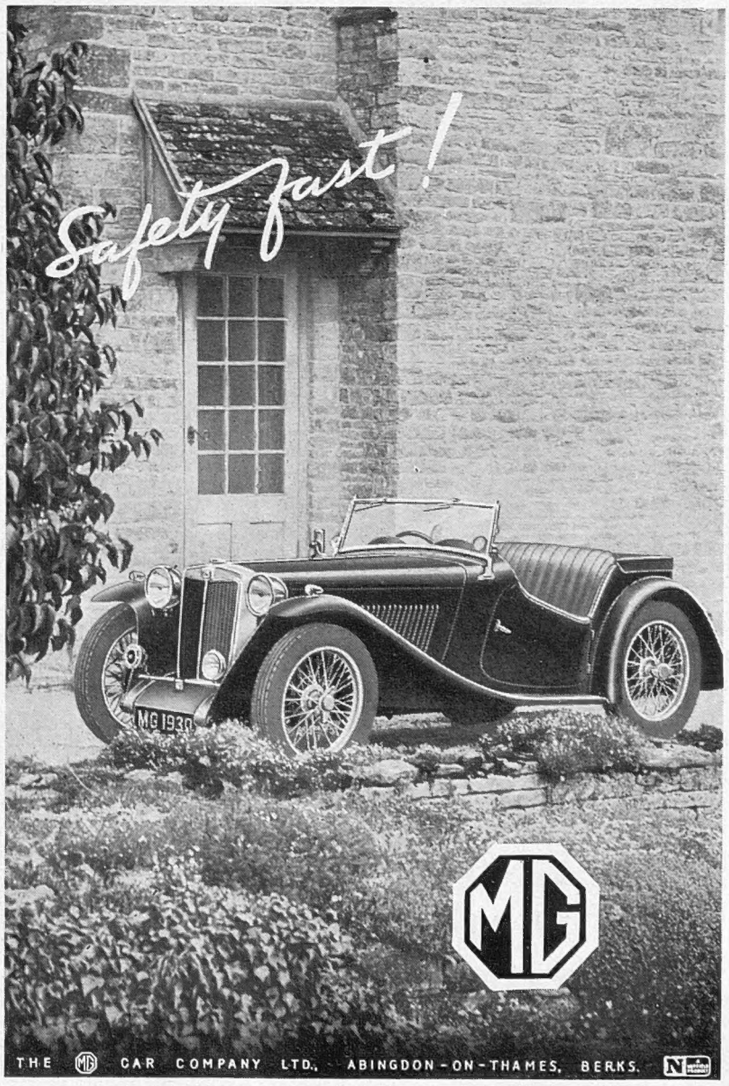
CONTINUOUS BURNING

SAVE FUEL—this and every winter—with an ESSE, either closed type (burns anthracite, coke or other smokeless fuel) or, open / closed style, using ordinary coal or any solid fuel.

SMITH & WELLSTOOD LTD. BONNYBRIDGE, SCOTLAND

Estd. 1854. London : 11 LUDGATE CIRCUS, E.C.4 & 46 DAVIES STREET, W.1

also at LIVERPOOL · EDINBURGH · GLASGOW



THE MG CAR COMPANY LTD., ABINGDON-ON-THAMES, BERKS.

SECURITY can be assured against every climatic change, very simply, by wearing

THE BURBERRY

PROOF WITHOUT HEAT—WARM WITHOUT WEIGHT

A security most healthful and comforting. A gilt-edge security and unsurpassed for long service.

Telephone Whitehall 3343

BURBERRYS

HAYMARKET, LONDON, S.W.1

BURBERRYS LTD

Highland Tweeds

Patterns and Prices from

JOHN SCLATER · Kirkwall-Orkney

V225

KERFOOT

The modern treatment for Colds

VAPEX

A Drop on your Handkerchief

Like many other good things Vapex had to make way for more imperatively urgent needs. Throughout the war pharmaceutical work of national importance has taken and must take first place. Normal conditions will bring a return of Vapex

THOMAS KERFOOT & CO. LTD.
Vale of Bardsley, Lancs., England

FOR BETTER SHAVES!

Coming

THE RETURN OF

Vantella *SHIRTS*

TO MATCH

"VAN HEUSEN" REG'D *COLLARS*

du MAURIER

The filter tip cigarette

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

Meet your friends in the RICHMONDE LOUNGE of the

NORFOLK HOTEL, BOURNEMOUTH

One of Britain's finest hotels

and listen-in to the Norfolk Hotel Broadcasting Orchestra

BOURNE HALL HOTEL, BOURNEMOUTH

Offers shops, scenery and plenty of sunshine. Provides admirable quarters in a central position. Bridge, Billiards, Warmth and plenty of breathing-space. Terms from 6 gns.
NOW BOOKING FOR AUTUMN AND WINTER MONTHS. *Resident Director* : Mrs. R. L. Bray.

CREST HOTEL, CROWBOROUGH, SUSSEX

'A wee bit of Scotland in Sussex.' Under the personal direction of Mrs. Eglinton Adams. A fully-equipped first-class Hotel with nearby Golf and Riding. Cocktail Lounge. Central heating throughout. All-weather Tennis Court. Lift Tel. : 394

EAST MULLION HOTEL,

12, LASCELLES TERRACE, EASTBOURNE

Small, but very first-class and extremely well run shed. From £7 7 0 a week. Tel : 2492.

THE GEORGIAN HOTEL

HASLEMERE SURREY

Spend a Restful Leave at this Charming Country Hotel. Good cooking Fully licensed.
Two acres of "old-world" gardens Tel. Management—268 for Tariff.

ON WINDERMERE LAKE

LANGDALE CHASE HOTEL

OWN BOATS AND BOAT LANDING BEST EQUIPPED HOTEL IN LAKELAND

THE HAND HOTEL, LLANGOLLEN

One of the best known and best equipped hotels in North Wales, at entrance to the Welsh Tyrol. Quiet, restful, amidst beautiful scenery. H. and C. running water all bedrooms. Good train service. Close station. Terms from 25/- per day incl. Own salmon fishing Tel. : Llangollen 3207

COMPLEAT ANGLER HOTEL, MARLOW

Comfort, good food, and a well-stocked bar await you at this well-known Hotel in one of the most beautiful parts of the Thames Valley only 30 miles from London. Tel. No. : Marlow 15.

CONSIDER YOUR HEALTH and safeguard it this Winter by electing to stay at

THE GRENVILLE HOTEL, BUDE, CORNWALL

a first-class 4-star hotel with private suites, good fare and warmth, and a few paces from Golf, Shops and Cinema. 1 guinea a day. Tel. : Bude 15.

CLEVELANDS HOTEL NORTHAM WESTWARD HO! N. DEVON

Luxuriously furnished Hotel and Country Club, situated in park of 12 acres. One mile from Bideford and Westward Ho! with frequent bus service. Now under the personal direction of Mr. Ian W. D'A. Black, of the Old House, Windsor. Tel. : 300 Northam.

You're telling me...

but of course I know

THAT

CARR'S of CARLISLE

HAVE MADE

THE BEST BISCUITS FOR OVER 100 YEARS

©C863

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, SEPTEMBER 22 1945 Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

"A Lady's Shoe"

In the early days of the eighteenth century "the toast of the town" was Lavinia Fenton, the original Polly of The Beggars Opera who afterwards became the Duchess of Bolton.
The story goes that in a London tavern famed for the skill of its celebrated cook Tom Pierce, a party of gallants toasted Miss Fenton in wine drunk out of one of her shoes. But that was not the end of the shoe. In their zeal to honour the most popular actress of the day, the party consigned the shoe to Tom Pierce who subsequently produced it "exquisitely ragooed for their supper!"

Schweppes* *Table Waters*

famous since 1790

★ Temporarily giving place to the standard war-time product — but Schweppes will return.

THERE'S A CAR COMING!

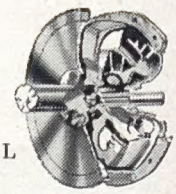
Soon you will see the new car whose name and fame are in one word—Lanchester! Graceful and fast-paced before the war, the new Lanchester adds the many lessons which wartime work has taught. ***In speed, in smoothness, in appeal to the eye and bodily comfort,*** the new Lanchester is an incomparable car.

BY APPOINTMENT

LANCHESTER

WITH THE DAIMLER FLUID TRANSMISSION

THE FAMOUS FLUID FLYWHEEL



America says today that this is the greatest discovery of the automobile age. Daimler developed, and by 1930 perfected, this system of transmission. Your new Lanchester, like your pre-war Lanchester, will be fitted with Daimler Fluid Transmission.

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, SEPTEMBER 22, 1945. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.